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MODEL RAILWAY

Magazine

DECEMBER, 1983.

ISSUE 123. Vol.11. No.6

IN THIS ISSUE:

— DUNBAR —
an O scale layout

Modernise the TAM cars

Commencing —
SCENICS
— by John Burgoyne

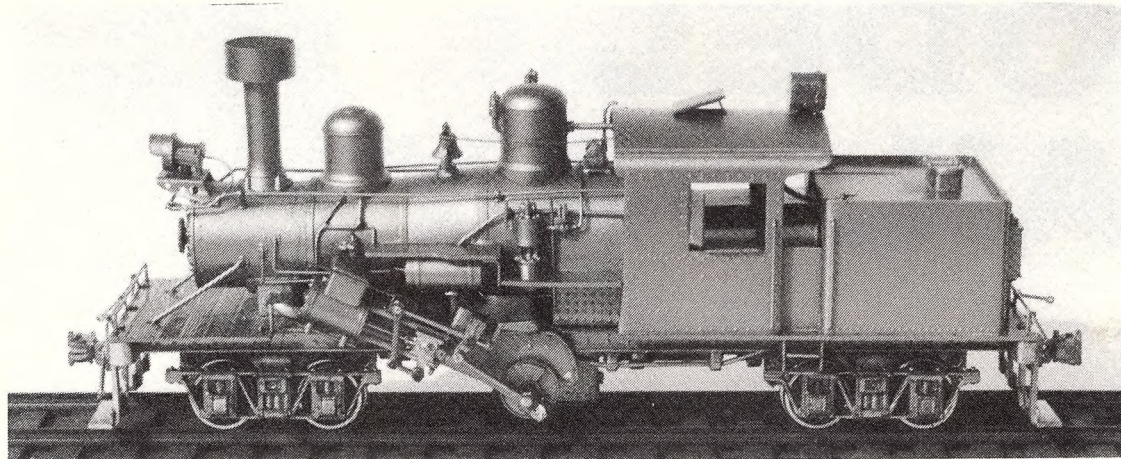
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Exhibition Reports
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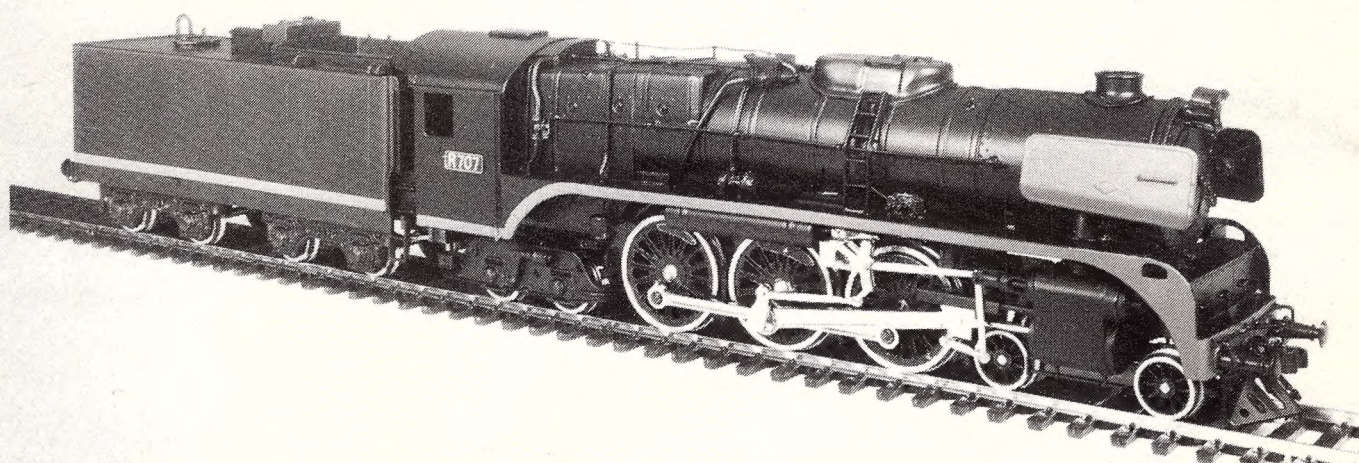
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Tenshodo HO 2-8-8-2 GN 'R-2' 'Glacier Park' Livery.....	1325.00



The above view shows the impressive new HO VR "R" Class 4-6-4 Hudson Locomotive, outshopped by Kumata, of Japan, to the order of Model Dockyard. Special features include Mashima 'can' motor and idler gearbox combination, with in-line drive, eliminating the usual flexible drive coupling. Authentic "SCOA-P" pattern drivers, detailed down to the full 16 fluted spokes. Sprung drivers, with brake shoes and hangers. Furnished cab with backhead detail, seat boxes and engineers' air brake stand. All external piping and conduits. Special VR pattern Tender and Loco trailing truck frames, with spoked bogie wheels. All external Loco and Tender rivet detail. Tender finished down to provision of deck drain holes. Model painted and lined, to 'Tenshodo' standard. **PRICE: \$565.00.**

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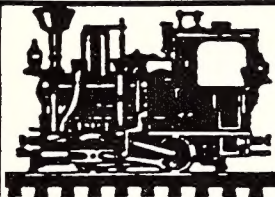


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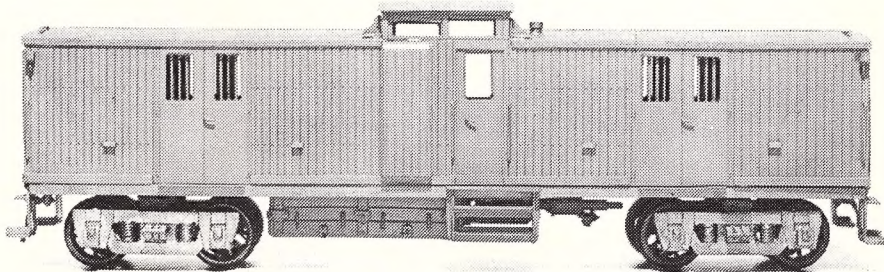
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THE VR 'C' VAN



Our first shipments of the VR 'C' VAN have arrived. Illustrated above is the pilot model (unpainted) of the version with the side vision extension - the version without the side extensions but with dog box doors has also arrived. Some minor alterations and additions have been made to the model for the production run. The model is ready-to-run, painted and includes custom decals from BGB. The 'C' Van is produced for us by THE MODEL COMPANY of New Zealand. The bogies are brass castings and include North Yard spoked wheels. As with the 'Z' Van, we will market some of the detail items used on the 'C' Van separately. The 'C' Van makes a perfect 'trailer' for our DERM - production is limited so get your order in NOW. Price of the 'C' Van is \$89.95. Our next offering from The Model Company will be the VR 'ZLP' van - watch for details.

THE WORLD OF HO SCALE - WALTHERS 1984 HO CATALOGUE

The WALTHERS 1984 HO CATALOGUE is now in stock (and has been since mid-November) priced at \$15.50. If you have never seen a WALTHERS Catalogue why not make 1984 THE year. There is a wealth of information in this 720 page book making THE WORLD OF HO SCALE-1984 your essential reference for HO railroading. There are up-to-date prices and product listings from 289 manufacturers - every type of HO kit you can imagine. There are 200 pages in colour with an all new 32 page colour section with detailed layout and diorama photos. As in past years, purchase of the WALTHERS Catalogue from McBees means you will receive a years supply of Craft Train News at no extra cost. Craft Train News keeps your Catalogue up-to-date all through the year - many customers tell us that this service is worth the price of the Catalogue.

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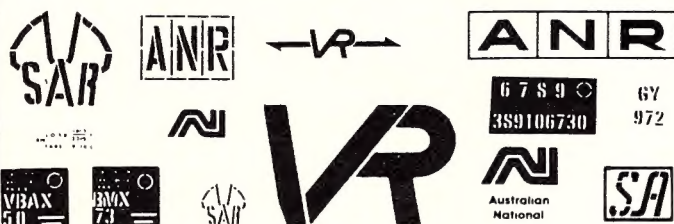


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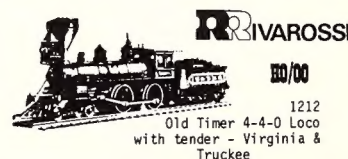
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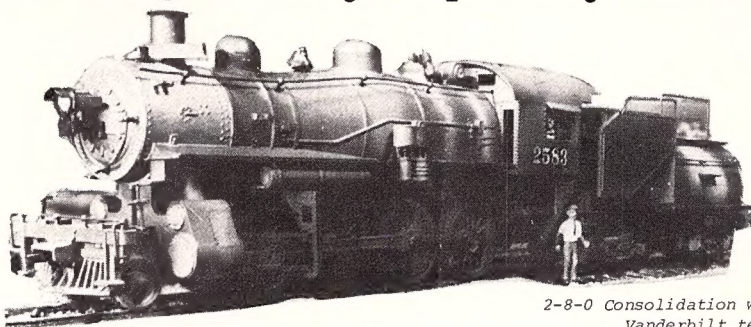
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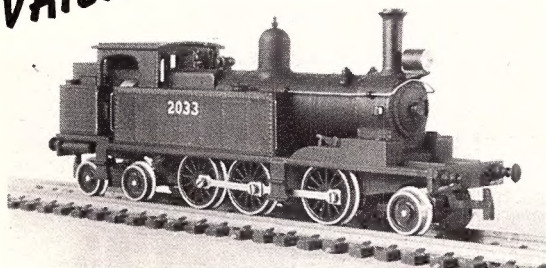
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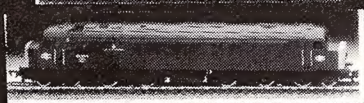
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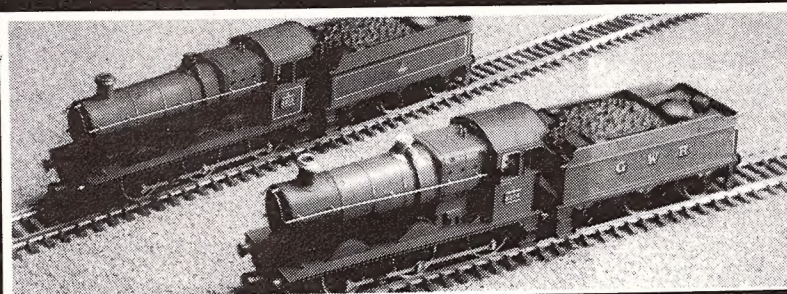


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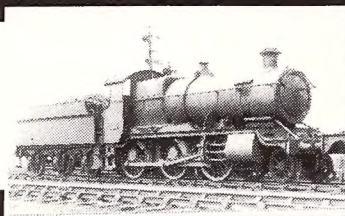
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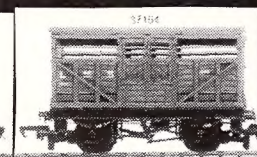
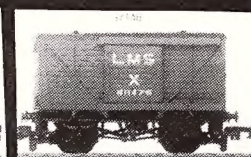
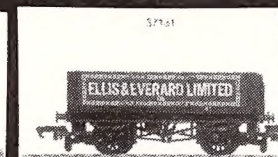
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EXHIBITIONS

BATHURST — N.S.W. December 3 and 4 1983 at the Bathurst Civic Centre. Open 10am-6pm (Sat), 10am-4pm (Sun) Admission \$2/\$1/20c. Organised by the Central West Railway Modeller's Association.

GEELONG — Victoria. January 27, 28, 29, 30 1984 at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am-5pm (Mon). Admission \$1.50/50c/\$4 (family). Organised by the Corio Model Railway Club.

DRUMMOYNE — N.S.W. January 28, 29, 30 1984 at the Birkenhead Point Shopping Complex, Victoria Road, Drummoyne. Admission \$1.40/60c/\$4 family. Organised by the Epping Model Railway club. S.C.M.R.A.

CONVENTION

HAMILTON — NEW ZEALAND. April 20-23 at Te Rapa Racecourse. Details for the 1984 Great Waikato Convention can be obtained from PO Box 10318 Te Rapa, New Zealand.

OPEN DAY

COLYTON — N.S.W. January 28 1984 at The Old Jam Factory, Roper Rd., Colyton. Open 12 noon — 6pm. All Welcome. Organised by The Prospect Model Railway Club.

GRAND OPENING

WHYALLA — S.A. December 3-4 1983 at clubrooms, Fisk St., Whyalla Norrie. Official Opening of building extensions Sat., 3rd Dec. at 8.30pm, B.B.Q. tea beginning at 6.30pm. Workshop and layout tours during weekend. If interested contact the Secretary on (086) 45 0679 or PO Box 729, Whyalla, 5600.

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Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

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Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

MEETINGS

New South Wales:

December 10 — Railway movies at Epping.
January 14 — Clinic on baseboards at Epping
February 11 — Running session at Narraween.

Victoria:

December 10 — Kit building at Mt.Waverley

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

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Australian Model Railway Magazine

COMMENT

September 27 1983 will no doubt go down in history as Australia's day. That was the day we all woke up to the sensational victory by Australia II over the American 12 metre yacht Victory. But what was so special about the victory — After all it was only a boat race.

Australia II . . . a piece of machinery, designed by a New South Welshman, owned by a West Australian, skippered by a Victorian and crewed by men from almost every state in Australia. These guys set out to work together and beat the world's best. Teamwork and determination won the day despite tremendous odds.

For us in Australia on that Tuesday happiness reigned supreme. Everyone was smiling, everyone was talking and laughing together — no matter where you came from, inside or outside Australia or what state you lived in the claim was the same "WE" beat them.

But what has this to do with model railways? Well despite claims to the contrary many of the problems in our hobby have been developed and are encouraged because of ethnic, state and social differences. Despite the fact that we all share a common interest the main objective appears to be a desire to fight each other. So why not let Australia II be a guide to us all. If a crew of sailors can band together to beat the Americans surely we can band together to show the general public that we are mature adults with a very interesting hobby. We can show that model railways offers the individual, male or female, child or adult, the many facets of the hobby — the historical research, the joy of building a scale model, the satisfaction of making a layout work or just the pleasant company of being able to meet with fellow modellers.

We can, if we desire, band together to show the rest of Australia that we can and do enjoy ourselves with model trains — and with our bicentenary coming up in a few years what better opportunity do we have? Think about it! There will be celebrations everywhere, in all major cities and in most towns. Why don't we all get together and join in the fun by showing everyone how good our hobby is. We could have a convention coinciding with some of the celebrations, we could hold a mammoth exhibition with the best layouts from all around being displayed. The mind boggles at the opportunity.

If a group of yachtsmen can join together and achieve greatness why cannot we all get together and show everyone how model railways can be fun.

Let's use Australia II as an example; put our differences aside and have some fun together.
Bob Gallagher.

ON THE COVER

2605 in service at Portland.

Many steam locomotives, after service with a government system, continued working for the private sector. 2605 was one such locomotive, and was used to shunt the cement works and move wagons to and from Portland station. Photographed by Bob Gallagher in January 1974.

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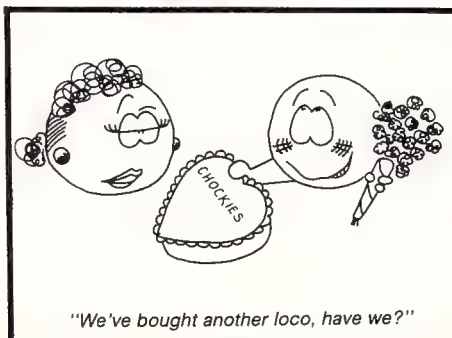
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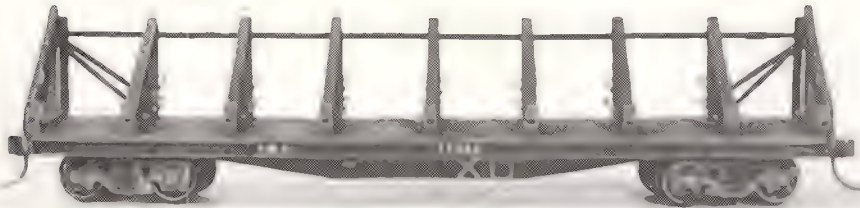
At the 1983 Castle Hill exhibition, the 'MENANGLE' layout was used to display an extensive range of NSW SRA, VicRail, AN and SAR models, most of which had been transported to the exhibition from Victoria just for the weekend. The above photograph, taken by Graham Ball, illustrates the crossing of VicRail 'C' and 'S' class diesels on the southern approaches to the Nepean River bridge.

PAGE TWELVE this issue features some more of the models built by Laurie Evans. The October 1983 issue of AMRM also featured some of Laurie's handwork. Photographs and description by Bob Gallagher.

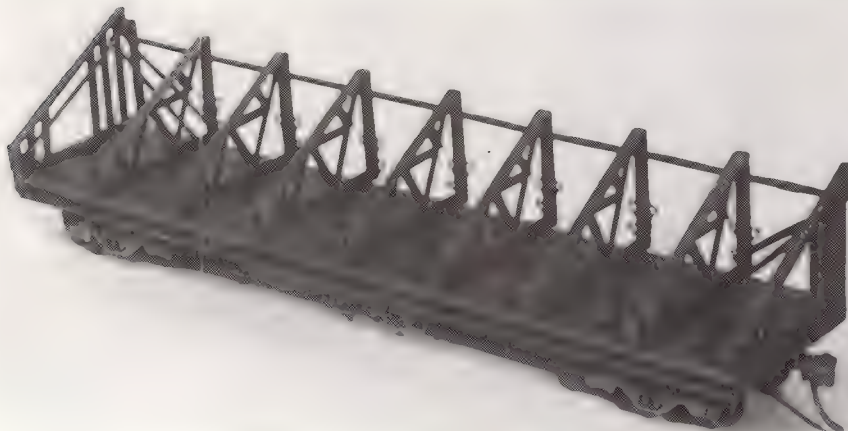
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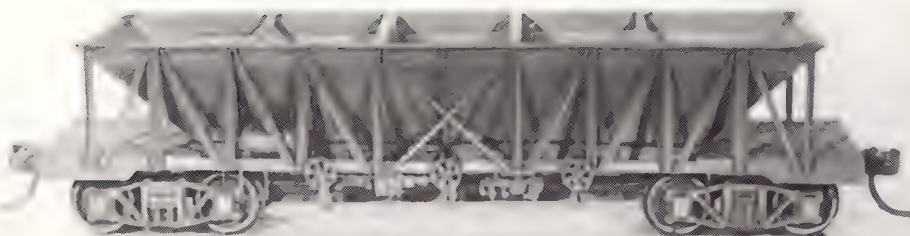
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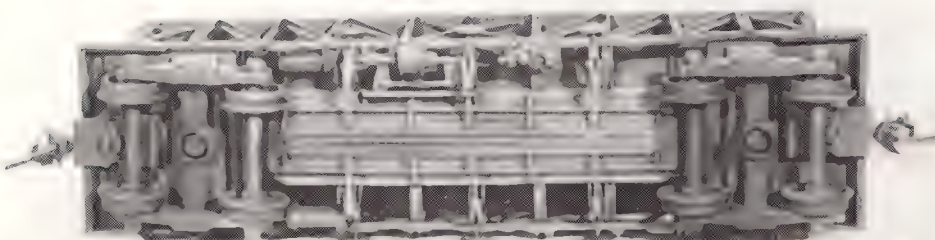
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4



5



1. TE 11142, a Department of Defence 'Centurion Tank' carrier, was made from nickel silver sheet and the directions from a Modelling Clinic given by Es Davies at the New South Wales Branch of the Australian Model Railway Association. The construction of the wagon was also featured in the May/June 1979 issue of AMRM. Laurie used a 'Matilda' tank as the load and chain to secure the model in place.

2 & 3. PMX 29505 is a model of a flat sheet steel carrier. Styrene was the main material used although Plastruc sections were used to build the deck frames. This model was a section winner in a Canberra Model Railway Exhibition model competition.

4 & 5. BBW — a bogie ballast wagon was built completely from scratch and includes full underbody detail. Styrene was the material used, while Calscale brakegear and handwheels were used along with Roundhouse archbar bogies. The BBW is the latest evidence of Laurie's work and a true example of fine model making.

6. Laurie is building a layout and some of his modelling includes structures. This model is a hand crafted water crane. The various parts turn and swivel as required.

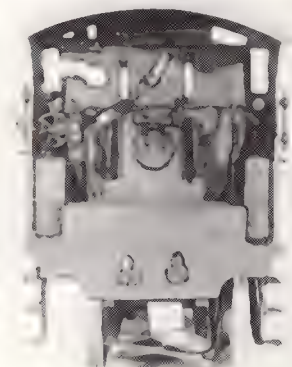
7. Loco cab detail is not only the preserve of the imported locos as shown by the photo of the cab of NN1315. Laurie handcrafted all components and soldered them in place.

More of Laurie's work will appear in future issues of AMRM.

6



7





The 900 series railcars, working the 9.26pm interurban waits for passengers.

RAILWAY OF DENBAR

**A coverage of Dennis and Barbara Maurer's 'O' scale display layout.
As described by Dennis Maurer.**

I was first introduced to 'O' gauge at the age of 17 through those who may remember 'O' Gauge House, Ashfield, NSW. The first models I possessed were a non-streamlined C38 and a HUB set, the latter still in operation today, and only one replacement motor in that time. Whilst many of my friends also started in 'O', they slowly drifted to HO as, at that time, it was becoming popular because of size and space.

I continued my long struggle in those earlier years for hard-to-get motors, gear ratios etc., (and of course money), even after 'O' Gauge House had ceased operations. I was also very fortunate in that my father built, on

the rear of his garage, a 20' x 14' extension so that the trains would be under cover.

It was in this building in Sydney that at least four layouts were designed and subsequently dismantled. In latter years, and by taking over the garage, sufficient space was available to make a permanent and semi-permanent portable layout 45' x 14'. Of course this layout grew rather than being planned. At the same time I was gaining valuable experience in all facets of model railroading.

In 1976 my wife and I (she, incidentally, is a very good supporter of 'Denbar'), decided to move to Kiama, NSW, and it is here that the Railway of Denbar is in operation. On this oc-

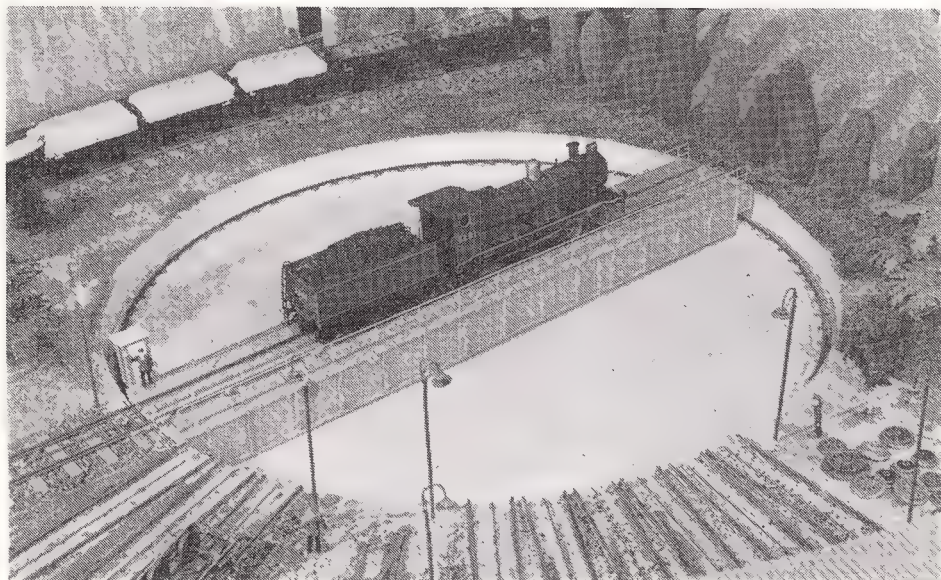
casion I had the experience of a reasonably successful layout in Sydney, fortunately enough money and, of course, time (having my own architectural practice).

With the help of friends, I erected a building 46' x 15' (the Railway of Denbar is 38' x 15'). It is completely insulated and very well sealed because, living by the water, I was concerned at the time about salt air affecting performance. Needless to say, I had nothing to worry about. The walls are 7' high and the layout is 3' off the floor. The wall for scenery (4' hardboard sheets) was painted sky blue in readiness for backdrop painting. General benchwork is of 3" x 2" Radiata pine, with 3/4" pineboard where yardwork is involved (open benchwork elsewhere). Other trackwork is laid on 3/4" pineboard strips and curves.

Next was the cutting of 4,000 to 5,000 wooden sleepers; a tedious task!

After many months a trackplan was finalised, incorporating some satisfactory trackwork off the layout in Sydney. As many of you will notice by the track diagram, Denbar is designed for continuous running, which I found over the years to be satisfying to both myself and to the visitors. With easy running it rarely requires track cleaning and gives very few derailments. The trackwork was finally set out, sleepers placed into position and brass track spiked down. Track laying moved along rapidly once all frogs, blades, checkrails etc. had been fabricated with, of course, many nights working till midnight. My neighbours became curious at the tap, tap, tap and kept dropping in from time to time to observe Denbar growing.

After trackwork was basically finished, I started to slowly paint the backdrop and add scenery, working from rear to edge of centre aisles. This, of course, has been done over the



3201 in maroon livery, being turned before entering the roundhouse.



7302 hauls a light train through the rural scenery.



909, diesel railcar set, passes the waterfall, one of the scenic features on the layout.



Another happy wedding in Denbar



The railway hotel, where the thirsty workers of Denbar often meet.



The waterwheel scene — remember that this water is real.

past four years, resulting in what Denbar is today. Mountains etc. are plaster on screen wire.

The lake system and its fountains, using real water, was one of the two larger projects undertaken; the other was the 15' long trestle bridge.

Electrical wiring was installed using existing panels from the Sydney layout, one for mainline and one for yard operation, both independent of each other. The system operates on 24v DC 3 rail. The $\frac{1}{16}$ " tin bronze centre rail is soldered to brass screws every fourth sleeper. All joints are bridged with copper wire and soldered to reduce breaking during summer season heat expansion.

Signals are 12v grain of wheat, with general lights 12v, 6v and 2.5v. There are over 200 lights and, of course, the rising moon over the mountains. A two aspect signal system will be installed by the time you read this.

Four trains are in continuous operation at all times. My experience has shown that the more running done, the more efficient the layout becomes. My minimum running time is approximately two hours a day. With 22 powered locos to keep running, my schedule of running time is important. Powered stock consists of a C38, C30, C36, P32, 42, 40, 46, 422, 73, 79, inter-urban CF-TF four car set, 4 car diesel PF, 4 car suburban electric, 48, parcel van, electric double deck power car and trailer, just to name a few! The maximum length freight train is 15', passenger 6'. I have a working timetable (not complicated), so it can be enjoyed for serious running. The timetable takes five hours actual running to return to the first loco you commenced with.

Some features of 'Denbar' are: working models of the Floral Clock, Watermill, Helicopter Ambulance Service, Southern Cross Windmill and, lastly, the waterfall, fountains, and lake system, which is a special feature of 'Denbar'.

Under construction now, and most likely to be in operation by the time this article is printed (and on the last site available) is the carnival, featuring working models of the ferris-wheel and merry-go-round. Models generally are based on real life and modified to suit a particular site in the layout. Signal boxes are modelled on Gosford, Clyde and Maitland;



ABOVE. 7302 hauls the milk train slowly over the trestle and past the carnival.

LEFT. Work is in progress on the trestle, so 7302 awaits the gangers instructions.



round house from Goulburn; court house/police station from Berry; church from Barossa Valley and trestle bridge from Gundagai, to name but a few.

Being reluctant at first, I can admit now that after approximately 4000 visitors in eight months, I have had no damage or loss, not even from children. A session lasts approximately 12-15 minutes and a maximum of 15 people at a time (maybe that is the secret). My own six year old Jason and four year old Melanie are my biggest problem and greatest fans — hence the name of our portable HO display 'Jasmel'.

The only extra protection I provided was 9" of perspex all round the edge. So well known has 'Denbar' become throughout the South Coast, I have been asked to provide some sort of information for new modellers. I am planning a series of lectures during the May-August period ('Denbar' is closed during winter), 1½ hours per week, for six to eight weeks, covering the basics, as I see it, of model railway constructions. It's something new for me and it might be an idea for someone else who reads this article because there certainly is a need for it.

'Jasmel', my portable HO layout and my first attempt at HO, is purely a display layout, constructed because I was asked to take the O gauge out and display, but of course it stays where it is! Jasmel is being displayed at Illawarra and Sydney shopping centres, and is fully booked till February 1984. A hobby which has now become a most enjoyable business.

Finally, I hope you have enjoyed reading about 'Denbar' just as I have enjoyed building it. After 25 years in 'O' gauge, times have not been easy — only 5% is commercially bought. Still, I feel the results have been most rewarding. ■



LEFT. The floral clock.

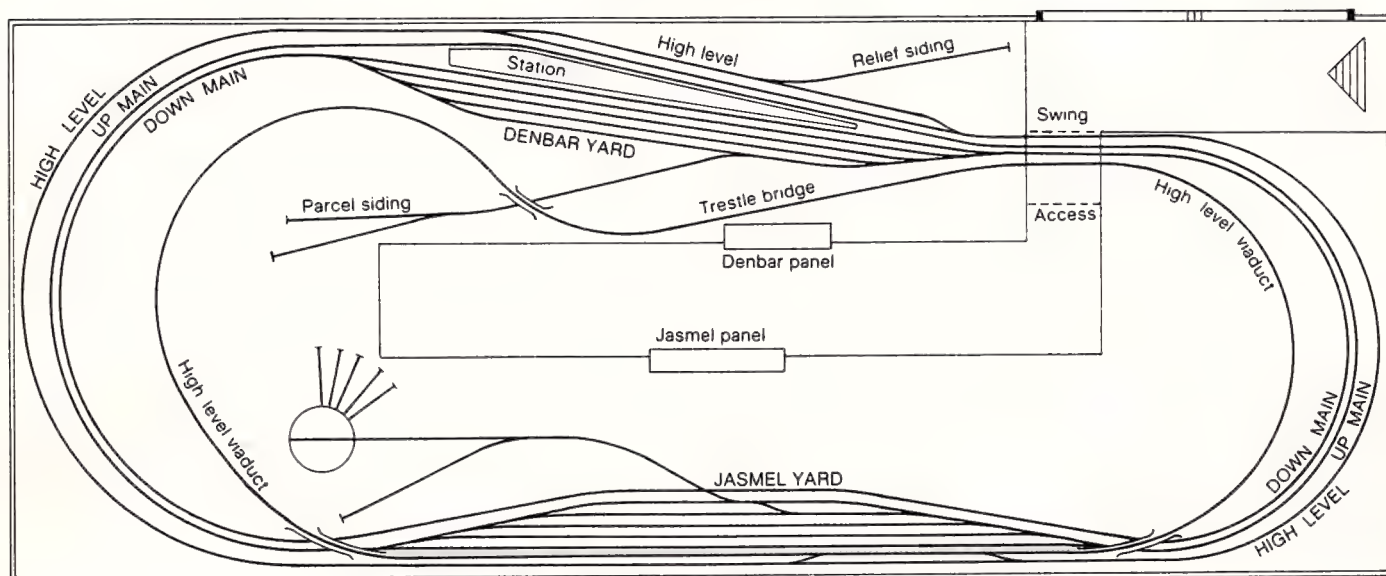


The industrial area, including the fire station.



Jasmel signal box. Locomotives include 4206, 3633, 4811 and 42202

More photographs next page.



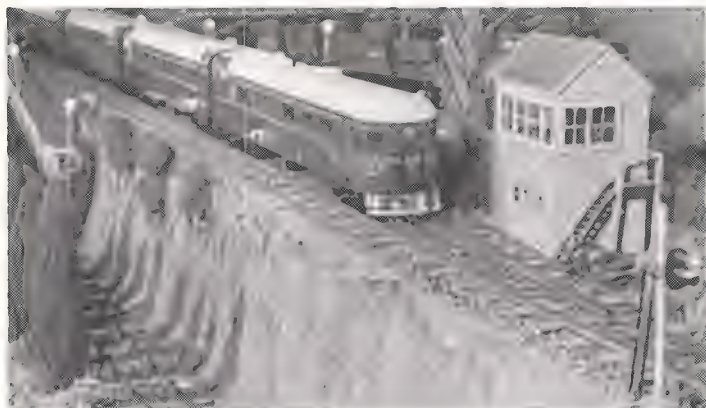
RIGHT. 42202 and 4621 ready for double headed freight.

RAILWAYS OF DENBAR

Photographs continued.

BELOW RIGHT. Denbar Court House. Even Denbar residents have to maintain law and order.

BELOW LEFT. Railcar 909 entering the station at Denbar High Junction.



The old world charm of Denbar Council Chambers.



A Matter of Access

Much thought goes into layout design, various construction projects and the like on our model railways. But how much consideration is given to accessing its key parts; all track sections, all wiring terminations? There are several good reasons why we should be able to reach, comfortably, every piece of track. The most important are track cleaning and restitution after accidents. How many have had to poke away at our pride and joy which just happened to be derailed where we thought accidents were impossible.

Three types of access are relevant to layouts; reaching over the top, grappling through holes from below or groping sideways between boards. In each case the layout builder needs to be aware of his own dimensions and limitations. Consider reaching over the top. This is only effective if the reach does not much exceed 0.6m (2 ft) unaided. We may be able to reach much further when the track is being laid but will this be possible after scenery is installed? In addition, board elevation reduces the reach possible. With a wide baseboard reaching over may be possible generally by cutting a hole(s) which is disguised by

foreground scenery. Such holes allow freestanding within the layout. In other cases it may be preferable to be able to walk on, or around, the layout but this will require either appropriate scenic design and strong framework or walkways and plenty of room.

In the other types access holes are cut in the baseboard, or side panels, especially in tunnels. We may then grope from the side or below. The important things here are hole size and hole spacing. In many cases, and especially if catenary is used, two hand access will be essential and, allowing for wrist movements, the normal effective reach may not exceed 450mm. Thus hole spacing should not exceed 750-900mm.

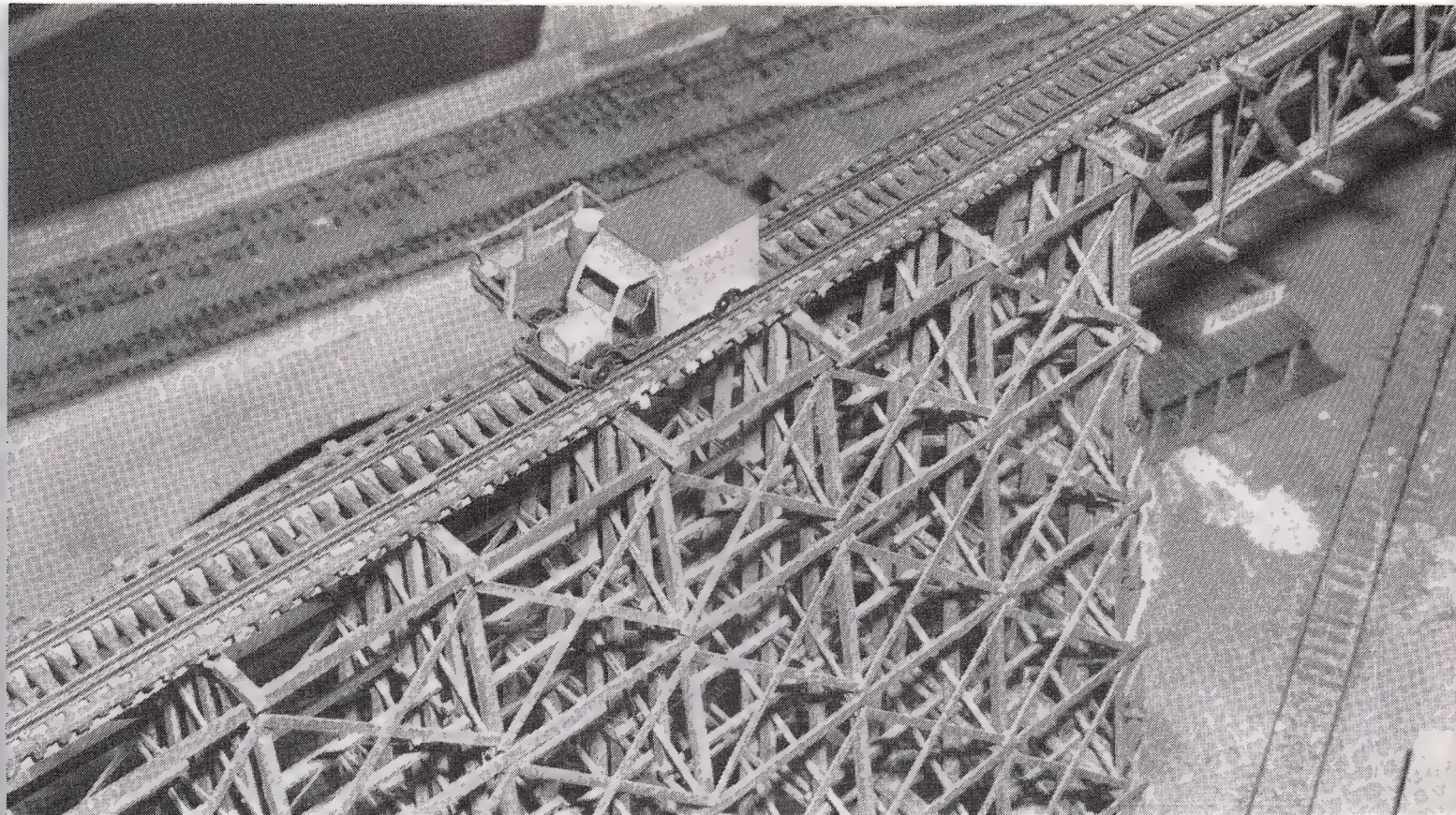
Most of the same comments apply to wire terminations which, once installed and tested, are usually the only sources of electrical difficulties by oxidation, parting joints, etc. Terminations should either be under the baseboard or, if this is not possible, on a special pad beneath a section of paper scenery. This type of scenery is easily opened and repaired.

So, what is the real point of all this? Merely to draw attention to a commonly overlooked —

and subsequently awkward to remedy — feature of layout design and construction. My advice? Firstly, assume Murphy's Law to be valid: "If an accident will occur, it will happen on specially checked track in the most inaccessible place". Second, do not overestimate your reach. To test it, in place, find a comfortable positions (you may be in it quite a while), reach out and bend the wrists. Do not count the hand as part of your reach. Allow for conditions where both hands are in place. If reaching over the layout check that if you use a one hand rest that it will still be possible after layout completions. Be a little conservative. Third, consider some lift out sections with plug/socket wiring. These may be useful if the railway is tiered and lateral reaching is restricted.

Don't be caught in situations, even once in a blue moon, where dismemberment of large chunks of layout and scenery is required just to clear a derailed wagon, loco or collapsed catenary. Make access contingencies an integral part of layout and scenic design.

David Leaman



"Golden Rule No. 1 — the most complex structure on this earth is no more than a collection of simple parts ...". What could be simpler than cutting a few lengths of stripwood and gluing them together? A Ken Kidder pay car poses over Barhon's Gorge prior to detailing.

ONE MAN'S WAY

SCENICS PART 1 — THINKING ABOUT IT

The Terms of Reference

When Bob Gallagher asked me to do this series, I hesitated. I lay no claims to special skills or expertise but see myself as an average modeller with average manual skills. Even in semi-retirement, I have little more than the average amount of time and, thanks to that semi-retirement, probably have a little less than the average hobby budget to spend.

There are very many far better modellers whose skills and artistry fill me with envy and the certainty that I will never be able to follow where they lead. Seeing their work can be off-putting, sometimes even to the tragic extent of never attempting the things we can do for fear of suffering by the comparison. If this series is designed to say just one thing, it would be "If that manually inept Burgoyne can do it, so can I."

In short, HAVE A GO!

The Poverty Point & Blood Creek is a long, long way from being the finest railroad in the world. That is wholly unimportant. What matters, very simply, is that it has given me years of stress release, the deep pleasures of creation and, most important of all, it is the best that I can do. So who else does it have to satisfy? Not a single, solitary soul.

Throughout this series I am going to appear dogmatic. Let me apologise in advance, but at the same time quote Somerset Maugham who said that every sentence ever published should be read as being prefixed with the author's constant but unwritten "I think" and that its purpose should not be to bludgeon or convert. Rather, it should be to prod the reader into doing his own thinking within the framework of his own singular circumstances. Who else can know them?

Because no two of the thousands of readers of this magazine are going to have the same tastes and needs, the material we pro-

by John Burgoyne © 1983

pose to discuss covers the basics that are applicable to all modelling regardless of prototype or size — e.g. not which rocks to choose, but which way did we find worked best for us in building those chosen rocks? Why and how, not which one.

Our hope is that others who have found better ways will pull their fingers out from the plaster bowl for long enough to set down those better ways and share them with us through the pages of AMRM. Lord knows, we can use them!

So, fellow average modellers, let's begin with a couple of Golden Rules given to me by the finest model engineer I have ever met, then start with just one "I think" to set the tone of this non-dogmatic exploration of how we did it on the PP & BC.

Golden Rule 1 — the most complex structure on this earth is no more than a collection of simple parts properly designed, carefully made and correctly assembled.

Golden Rule 2 — measure three times and cut once.

Golden Rule 3 — the world has got by for millions of years without the item you're building. It's not going to put you to death if you take a few more hours to discard the imperfect and to go on discarding until you get it right. If you leave it wrong, now, it will stay wrong forever — what an epitaph!

Golden Rule 4 — Do your sums, then believe in them. In short, nothing can be better than your planning. An hour at the drawing board saves ten hours at the rockface.

Golden Rule 5 — Fry out the fat. Again in short, in everything you plan ask the single question — What does it do? If it does nothing, who needs it?

"I think" that practice without a sound base in theory followed by careful and detailed planning is wasteful of our precious hobby hours. Yet, this is an area so often skimmed by those 'practical' souls whose impatience to get on with the plaster throwing makes them demand the techniques before they have worked out the end product they wish to achieve through them.

For this reason, we begin this series with —

THEME, PURPOSE & DESIGN

As always, we try to go all the way back to First Principles and that means going back to Frank Ellison. Frank Ellison was a theatrical man who spent his life in the production end of theatre. Living in New Orleans, he built a 1/4" O scale layout of majestic proportions and published several score of articles on his Delta Lines in the US model press during the 30s, 40s and 50s.

His approach was such that he is arguably the father of modern model railroading. Technology may change, but the essence of railroading, regardless of era or prototype, remains the same. Frank Ellison was the first to analyse and define it in print for we modellers and the Delta Lines would hold its own with any layout in the world today.

It was he who first stipulated in print that an operating model railroad of any kind best realises itself when it is treated as a stage on which the drama of railroading is played out with the trains as the actors.

Like theatre, model railroading is an art form whose shape and character make an inescapable statement about the emotional pro-

"... a mountain road unconnected with any other, set in the tropics and using polyglot steam." Barhon's Gorge bottom centre, with Mt. Mort to the left, Mt. Florance to the right, Bell's Bluff upper centre with the end of Stanton's Summit in the far corner. Backdrops are still to be installed. This shot comprises about one-third of the peninsula area.



file and true character of its creators.

Psychiatrists may now leave the room while the rest of us examine our real selves in the mirror of our creations.

Theme.

The first disclosure of our neuroses occurs with the choice of THEME.

As always, the Traditional History earns its keep and applies the disciplines necessary to ensure harmony throughout the whole.

Our Theme is all laid out in it, with the result that the PP & BC is a mountain road unconnected with any other, set in the Australian tropics and using polyglot steam in a working museum situation. Now you know why the psychiatrists were asked to leave the room.

It could have been large, medium or small. The choice of size says more than is comfortable to assess.

It could have been a plains road, an urban road, a purely run-around or a complex terminus switching road. It could have been a dramatic road, a melodramatic road or even a comedy road. In fact, it is a high density freight road designed to offer the maximum prototypical operating challenges to we Poverty Pointers.

RIGHT:

"... great vertical cliff faces almost to the ceiling, sheer peaks, bald stone ..." David's Peak as seen from Bell Junction and before detailing. The town and yards of David's Peak lie only a foot away on the other side of this "barrier of sufficient height".



Every choice we make paints one more stroke into the picture we are creating of our true selves.

The real point is that we do have a Theme, that the Theme needs to be uncompromisingly and clearly defined long before we begin.

Just as that Theme dictated the fundamental shape of the layout, the types and quantities of rollingstock, motive power and structures needed, so it now reaches into the determination of the kind of geology to be displayed, the range of flora from grass types through tree types to arid areas that have to be built. It touches on the fauna — I'd love to have some of those beautiful deer on display, but whoever heard of any kind of deer in tropical Australia?

The dinosaur? Yeah, well, there you go. It's a tribute to John Allen and, in any case, there are quite a few full size replicas of dinosaurs adorning reptile parks here and there as a trip to Gosford will quickly demonstrate. And we do have probably the only road with its own live scale dinosaurs.

Quite a few times baby lizards, of which we have thousands outside, have found their way inside and onto our tracks. They scale out (sorry) at about thirty feet.

Once, if we may digress, we even had a full scale brown mouse. Those were the days when we tried blue maw seed — the poppyseed used on bread — as ballast. Looked great, but the mice reckoned it tasted even greater, culminating in the night the old Rivarossi Atlantic, doing a scale 200 mph, flushed a gorged mouse from a tunnel, chased it for twenty feet along the unscenticked roadbed high above the floor until the mouse, shrieking, leaped three feet to an adjoining track, jumped from there to the floor and disappeared.

No mice were ever seen again in the train room.

Theme is that critical first step in scenicking without which it is almost impossible to achieve an overall harmony that pleases the viewer and satisfies the builder. It gives a goal at which to work and a set of guidelines that speed the construction and give purpose to the research. The Chief Catering Officer still believes that the trip we took to Cairns, Kuranda and Port Douglas and through the Atherton Tablelands was purely a vacation.

One of the pleasant things about creating Theme is the way in which it can be pursued everywhere and anywhere when there are a few idle moments to mull it over and note it on a scratch pad until at last it all comes together, leaving only the realisation to be achieved.

Purpose

Having come to terms with our hangups — neuroses are best left to psychiatrists — the next step, and still not an ounce of plaster mixed, is a critical analysis and then definition of PURPOSE.

Now we're right into the theatre element in which Frank Ellison was so expert from his lifetime in show business on the technical side.

First rule in set design — every single item must have a function, a purpose. It is a prop, a tool that enlarges the scope of the actor in bringing the play to life. If it contributes nothing to the action, it becomes clutter and our rail-

This view cannot normally be seen by a spectator. It shows how we isolated the town of David's Peak between Mt. Mort on the left and David's Peak in the centre. The beginnings of Bell's Bluff in upper right, while Snape's Siding is isolated and unseen lower right. The three bridges of Bebbie's Bruckes partly hide an ore train hauled by a U.S.R.A. 2-8-2 down the 2%.

roads, like the stage, are too small to permit the luxury of clutter.

Frank Ellison insisted on the 'fitness of things'.

This visual fitness of things is like plotting in the creation of a story. It can be summed up in one word — Causality.

Causality, in turn, can be defined in a further single word — Because.

It is a matter of the logic of cause and effect, with everything that lies outside that logic discarded.

Example — because the PP & BC is a mountain road set in the engineeringly impossible escarpments of the eastern seaboard, it will have great vertical cliff faces, deep cuttings, sheer peaks and almost bald stone faces crowned with vegetation. Because of those bald rock faces, often thousands of feet straight up, our reduced facsimiles will have to show the intricate planes and faults of stone. Because the area being modelled is loosely based on a raised seabed similar to the Blue Mountains behind Sydney, the rock chosen will be sedimentary and preferably sandstone. Because the PP & BC is a freelance road, we can move this sedimentary structure up the coast (that's easier than moving the Tropic of Capricorn further south) far beyond the volcanic plugs such as the Glass House Mountains.

Because it is sedimentary rock, the planes will mostly be horizontal, but a few vertical planes will appear because of the settling and movement of the earth's crust in isolated places — this area is virtually earthquake-free.

Because it is a tropical road, but with settlement from the south, its vegetation will be dense in foliage, more towards the Moreton Bay Fig type than the gum tree, though gum trees will also appear. It will have flashes of vivid colour from poincianas, poinsettias, hibiscus, flame trees and the like. The vegetation

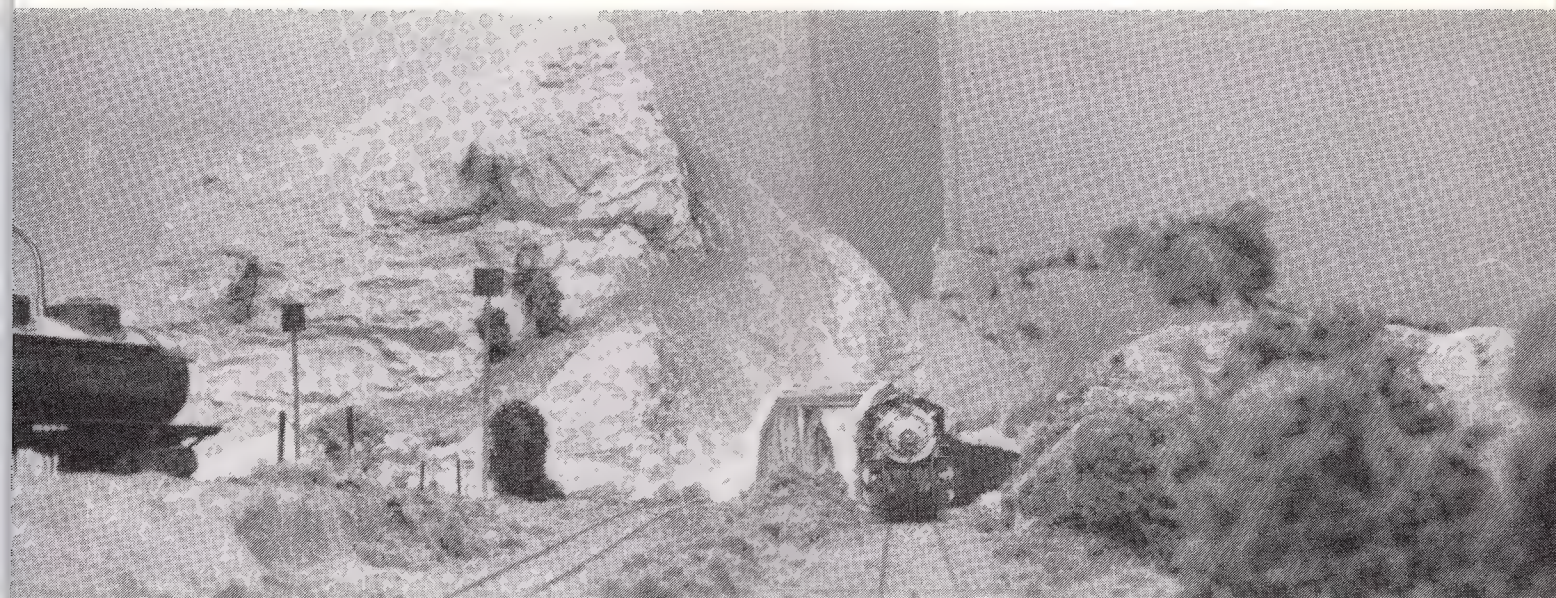




The most common view of David's Peak with little suggestion of its end-on knife-edge appearance. Coal loading facilities have yet to be installed, as has foliage and frosting detailing. Track identification cards have been added to help new operators. The structure is a kit temporarily placed to help in dimension judgements for construction of the mine and loader. Fluroescent lights indicate the centre line of the Kadee below-the-track uncoupling ramps.



A detailed portion of Mt. Mort showing the sedimentary strata of sandstone and shale. More oblique lighting and photography without a flash deepens the detail shadows, more horizontal lighting washes them right out.



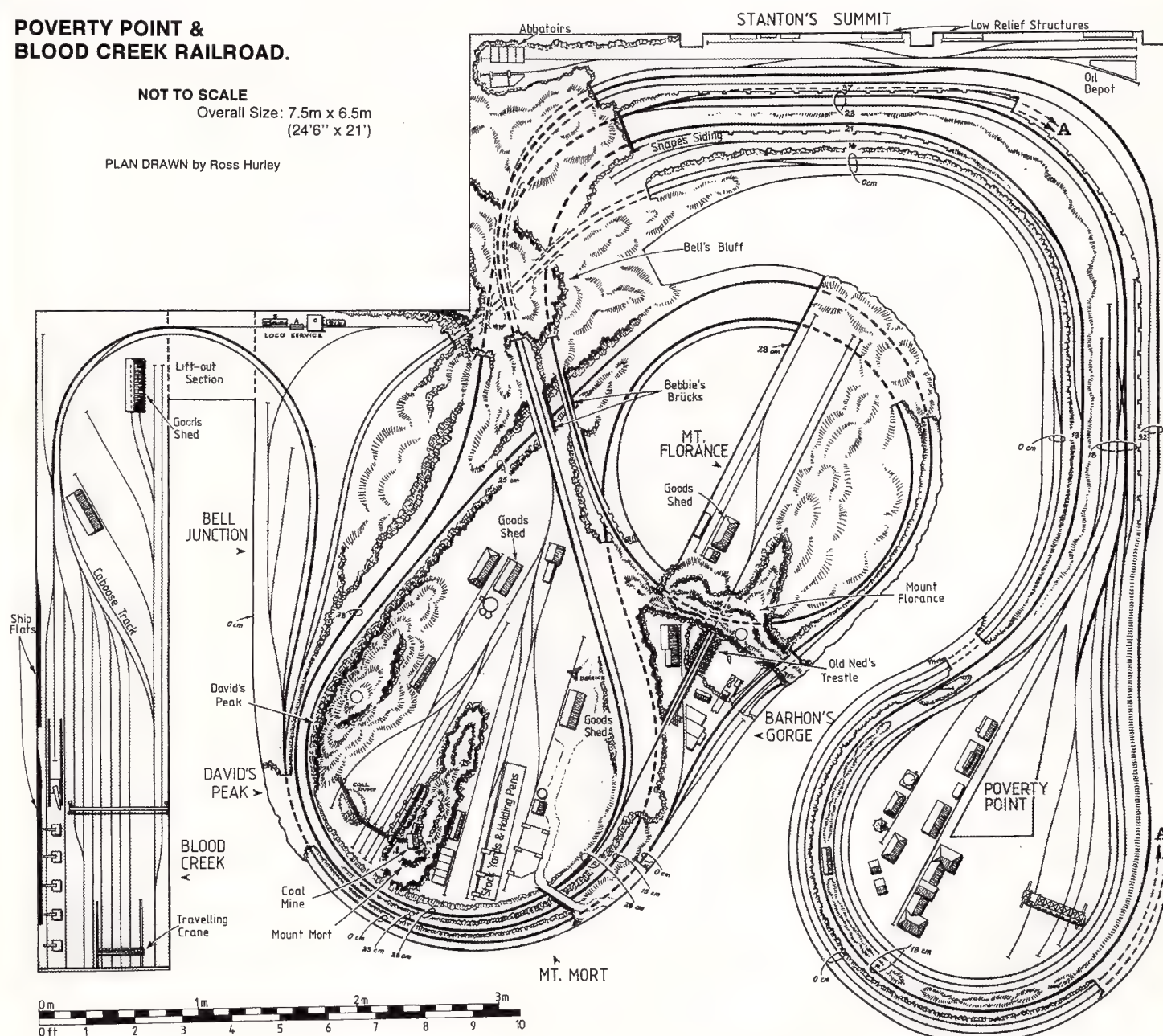
ABOVE: ... when seen from the normal eye level viewing height, they all disappear as the eye focusses on the 'linking footage' of the By-Pass where the U.S.R.A. is still hauling its ore train through the isolation.

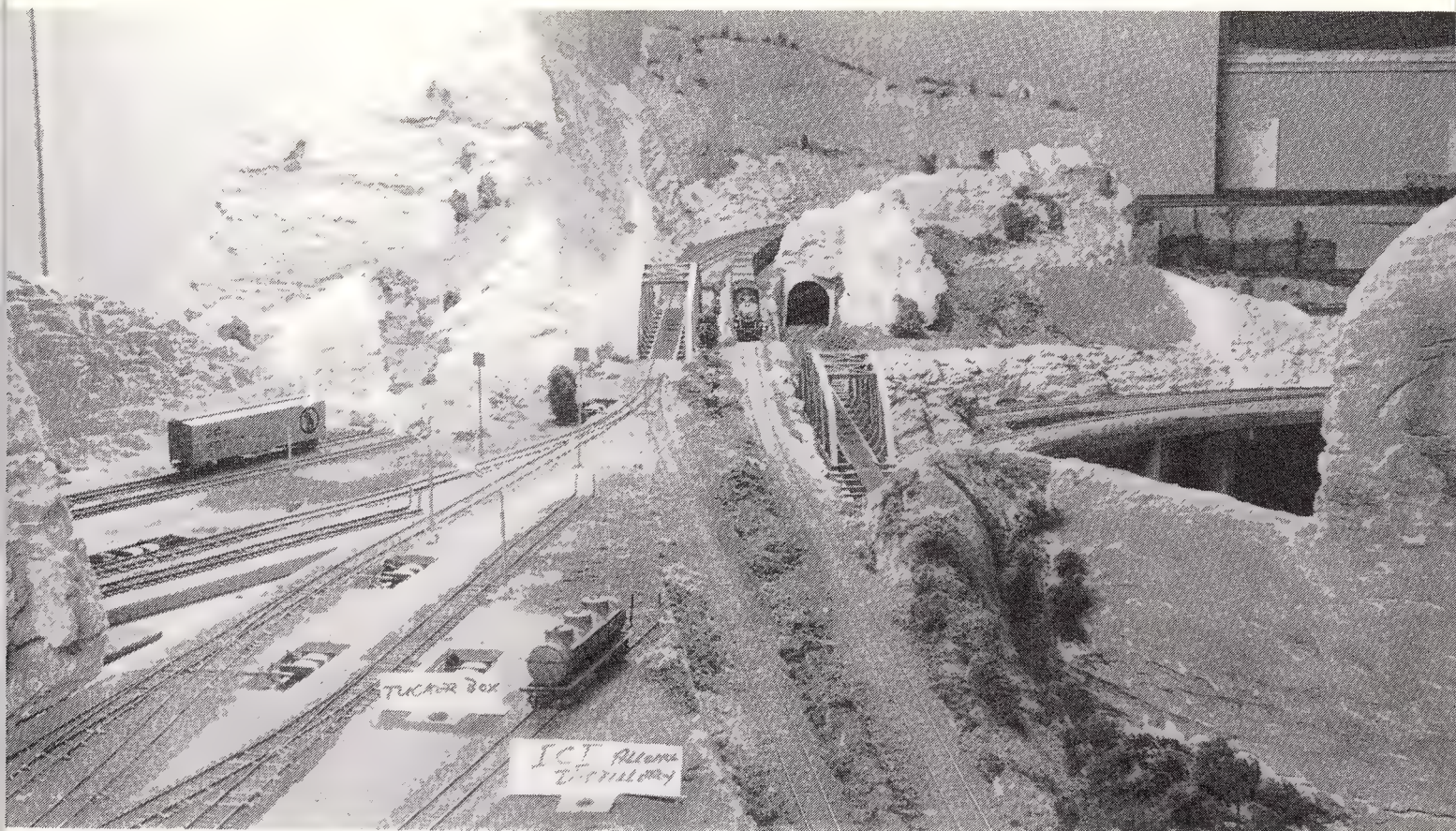
POVERTY POINT & BLOOD CREEK RAILROAD.

NOT TO SCALE

Overall Size: 7.5m x 6.5m
(24'6" x 21')

PLAN DRAWN by Ross Hurley





ABOVE: A high shot of the top of the spaghetti bowl, the Old Main Line at Bebbie's Bruckes crosses four tracks, has three more tracks, including the new By-Pass, parallel to it. It is also the throat to Stanton's Summit, upper right, David's Peak at the far left and Mt. Mort at lower left. Mt. Florance at right is now 'barriered' out of view and Snape's Siding is also screened from view to the right of the tunnel. Barhon's Gorge is at bottom right. Industry location cards are visible in Mt. Mort and Stanton's Summit, awaiting the building of the structures. Pre-scenery, this was one hell of a tangle of tracks, but ...

will be mostly much less tall than the giant eucalypts of the south and the foliage colours will be much darker in close-up but, like all Australian scenery at a distance, it will have the dark tonings with the unique-to-Australia jacaranda blue haze over everything from, I am told, the eucalyptus oil in the air.

Because of that settlement from the south, there will be pockets of trees from the colder climates, but pockets only and none of them doing very well. Poplars will be spindly, the pine varieties will be retarded, especially the firs. Because this is Australia, the trees, except where introduced in gardens, will all be evergreens and, because it is tropical, there will be vines of all kinds and colours and orchids stuck on odd corners of the visible trees. And there will be bamboo stands of great height and density.

This Causality extends to every detail of the type of structures used, touches such as air conditioning of passenger cars and everything other than the steam locomotives. Things like timber mills will have open sides, houses will be on stilts — the 'Because' process leads to an infinite variety of touches that contribute to the illusion of reality. Sandstone is easily worked, so stone walls will be cheaper way out here than brick.

This is where it is easy to go overboard. To add items for the sake of having them.

So this is where the question has to be asked, especially with our limited space — *does it contribute to the function and, therefore, the action of the trains?*

Remembering that a railroad is a transport system designed solely to move merchandise with the maximum efficiency, does that valley or that hill or that plain produce items that should be carried by the trains, thus creating operating work for them in the sidings? Does that structure supply items to be moved by the

trains, or is it only there to fill space — create clutter — thus shutting out yet another load-generating source?

Does every item, in short, supply a reason for the train to run there, to stop and to work there? If not, do you really have the room to indulge the luxury of simply creating atmospherics?

Can the actors — the trains — use it?

Mrs Beeton's famous first line in describing the cooking of jugged hare seems to sum it up — 'First catch your hare'. After it's caught, then, if space on the layout permits, we can tart it up with atmospherics but we have seen layouts crammed with cute little houses, darling little trees, gorgeous little animals, fascinating little people and not a single goddamned reason for a train, any kind of train, to stop there.

If we must have habitations to justify the existence of a stopping place but lack the space, we can always satisfy the mind by putting the working structures at lineside and leading a road away from them, over the edge of the layout, to the town that is just off view.

How often have you seen that done in a theatrical set? Again and again. The mind accepts it.

Thus, we argue, whatever goes on the modelled portion of the layout first should satisfy the question '*Can the actors — the trains — use it?*'

This area satisfied, we can then add the atmospherics, bearing in mind two points:

- (1) Clutter diminishes the apparent size of the scene where, mostly, we are striving to make our layouts appear as large and as spacious as possible.
- (2) Those structures-with-a-purpose are just as effective in the creation of atmosphere — often more so — as the purposeless items so that it is often difficult to see why we need those non-contributory items at all.

The finest Literary Editor of all time summed up her work in one short sentence — **FRY OUT THE FAT.**

This applies with equal force to every one of the arts and that includes model railroading, of which the making of the sets is only one part.

Let me offer one reservation about clutter. In this context, we are talking about clutters of buildings and trees, not the clutter of tiny detail around the focal point — indeed, creating the focal point — of a single scene. The former spreads the area of interest and turns off the eye; the latter enchants the eye and gives believability to mini-scenes.

The sets we create, therefore, should surely be an extension of the actors and never a distraction.

Design

There are other and more structural purposes that we think need to be served by the scenery and need consideration long before the first square inch of plaster is laid.

As we have said elsewhere, from the normal viewing point of a layout, which is quite close up, the eye can comprehend a maximum of about eight to ten feet on either side.

The first and desirable impact on anyone entering the train room is the overall harmony of the whole. But once the eye has received this message, it very quickly wants to get down to an inspection of detail.

There are many magnificent roads in which the whole area can be seen from every part of the train room. The eye becomes like a small boy at a smorgasbord, not knowing where to start, having no guide as to the sequence of consumption of the dishes, wanting to grab the lot at once and losing the flavour of the individual dishes in a mixture of everything on the same plate.

The question for the designer becomes a

choice between displaying the lot at once with the high risk of indigestion and incomprehension, or serving a structured meal, one dish at a time, so that each element may stand on its own and lead the palate through a succession of experiences, each with its individuality.

For many reasons, we chose the latter.

Now we're in the area of DESIGN, or the layout of our layout, and a whole host of considerations exert their demands, most of them to do with the shape of the overall structure.

Is it an around-the-wall layout? An island layout? A combination of both?

Around-the-wall layouts are by far the easiest in every sense of construction, detailing and operating. They present a simple story line going from Point A to Point Z with all the other points between developing the story in simple progression as the viewer walks from the beginning to the end. They lend themselves to neat sequences of dioramas and they are so easy to light.

And there you have the nub of the matter — the lighting.

Nothing destroys a scene more thoroughly than multiple shadows going in several directions from each object like the shadows of players in floodlit sporting events.

In nature, an object casts only one shadow and that shadow is an inseparable part of our perception of it. This single shadow effect is very easy to achieve in around-the-wall layouts but, unless great care and good design are brought to bear, it is almost impossible to achieve on island layouts.

Almost all lighting of layouts assumes the sun to be behind us so that the scene is lit from the front in order that we may see the detail. The front of an around-the-wall layout is easy to define but where is the front of an island layout? Instead of being linear, as in around-the-wall, it now becomes circular, with at least two and often more of the lights diametrically opposed to each other and giving multiple shadows going in all directions from a single object.

The only way to eliminate these multiple shadows and still have front lighting is to erect barriers of sufficient height to cut out the effect of all except the specific light for a specific scene and to adjust the lighting height to match the requirements of those barriers.

We have a deal more to say about lighting in its own section, but it is essential to realise the need to plan the lighting at the same time as we plan the contour lines of our scenery, but to install it last.

There are two major ways of achieving barriers. The first is to erect painted backdrops between the scenes. It is a very common practice and provided the height of the backdrop and the light are considered together, it is very effective.

The second, and the one we chose, is to use the mountain peaks as the barriers and as the containing walls of the succession of dioramas that make up the PP & BC. Quite deliberately and by design, we took David's Peak, Mt. Mort and Mt. Florance almost to the ceiling on the island section, and Bell's Bluff to an equal height where the island meets the convex corner of two walls.

The summits of all these peaks (what, four peaks in the Trinity Ranges? Yeah, well ...) are almost lost to view as the lighting is lower than their crests. But they create totally isolated dioramas in Bell Junction, Barhon's Gorge, David's Peak, Mt. Mort, Mt. Florance, Snape's Siding and Stanton's Summit and it is impossible to focus on more than one of them at a time, thus giving to each an individuality and a freedom from cross-lighting that we think is ideal.

Poverty Point and Blood Creek are completely separated from the island that is really a peninsula and are treated in the same sim-

plistic way as around-the-wall layouts.

The great modifying factor in all layout design is the limitation of space with which we have to work. The open area, see-it-all-at-once approach is highly limiting in the amount of track and especially mainline length it permits. In even the largest room, it will always remain a very short short-line and the lengths of run are relatively minute.

It is only with the high rise mountain diorama approach that we can create the illusion of great distances and, in fact, build mainlines about five times as long, without duplication, as in the open type. This is because we can both hide and separate that mainline by dividing it into a series of sections, each of which has its own completeness.

There has been a lot of adverse comment to the point of sneering at spaghetti bowl track plans. Maybe they are right in the comment, though certainly not in the sneering. But only where the open design is used. Yet again, the Experts expose themselves to the charge of not thinking things all the way through.

The track plan of the PP & BC is not just a spaghetti bowl; it resembles the patterns that would be drawn by a demented earthworm on a bad night. In the pre-scenery stages, and during our very rare blue moods, it sometimes seemed to be all track and no air space at all. It took a deal of faith to believe that our plans would all come right in the realisation but, in our terms, they have now done so.

An open plan layout would have given us a maximum of 1½ scale miles of mainline and forced us into end-to-end operation. By plunging into the spaghetti bowl, we have come up with a real unduplicated 4½ scale miles of mainline and, by incorporating a 1½ scale mile connecting double track loop, we can use circuit operation of all trains that gives an effective 32 miles of running in the end-to-end journey from Poverty Point to Blood Creek. At scale speeds, that gives pedlars at least an hour of actual running time between terminus stops, and mainline running times of between 30 and 45 minutes.

The spaghetti bowl has also given us a series of increasingly detailed and totally separated areas of working, with the barriers of mountains and tunnels and bridges using that separation to bemuse the mind into knowing that each diorama is miles apart.

At the same time, it has given us a visual sense of distance arising from one section of the mainline, located in the first area seen by the viewer, that goes right across the layout to disappear in the distant mountain of Stanton's Summit that dwarfs the trains as they approach it.

Naked, the spaghetti bowl was horrible. Clothed in scenery that permits a view of only one short section at a time, that has made the character of each diorama utterly different from every other, the bowl has given us the maximum variety we believe it possible to achieve in the confines of a train room, all the while remaining consistent with the overall theme as laid down in the Traditional History.

Not all dioramas are working areas for the pedlars. Provided the barriers are adequate, the lighting plot for these working dioramas is relatively simple.

Given any length of mainline, even in a track plan such as ours that has its towns and sidings massed into the available space to maximise the amount of possible work, there are still those separated mainline sections that are dioramas in their own right.

These secondary dioramas contribute to the illusion of distance and great separation of the towns and sidings, but they can be brutal to light. The trains do nothing more than roll through them but, in motion picture terms, they are linking footage that can say a great deal.

Their main function — unlike the town and siding dioramas — is to express the drama of mainline distance and the hard working of the trains, that sense of hard labour in isolation of trains in the bush, together with the promise of eventual arrival in towns not seen. The loneliness and minuteness of the human condition in the enormity of the wilderness.

These, too, need to be designed into the scenery. We were able to use the backs of the mountains with an otherwise plain mainline split into small sections by tunnels. My favourite is a long straight approach up the 2% grade through a very deep cutting behind David's Peak, at last emerging into clear view.

There is a slight vertical convex bow in the track. The track comes directly towards the viewer who can readily get down to track level to watch the slowly labouring train move for half a mile straight towards him.

At first, all he sees with his eye at track level is the top of the locomotive as it comes slowly around the lower curve. Then, framed in the tight, sheer cliff faces on both sides, it begins to disclose itself, taking forever to come to full view over the vertically bowed grade, advances on him with the click of its metal wheels and, at the last moment, turns away to go by in a grinding of side rod motion and disappear into yet another cutting.

This is one of the two 'great-distance' effects on the layout and it was designed into the plan from the beginning. Yet, had we heeded the conventional wisdom so often published these days of making certain that we could follow our train with our walkabout throttle every inch of its journey, we would never have had this source of constant delight, for that track goes clear across the layout, diagonally. To see it start its run and end its run requires the operator to begin with his throttle in No.4 throttle plug position and cross the whole room to No.1 position.

Indeed, it is not possible to run a train over the whole of that 1½ mile 2% grade and to be able to see it all the way from the one throttle position.

Now that's a major no-no. Ask any of the current track designing poo-bahs.

The hell it is!

To our tastes, it is a wonderful trade-off because we could have obtained this effect in no other way than by using the full space available to us.

Trains in motion. That, surely, is what theatrical effect in this art form is all about. If it means breaking the rules — who laid them down, anyway? — to obtain that effect in a way that satisfies us, then someone else can wallow in the rule book. We'll be too busy savouring the drama.

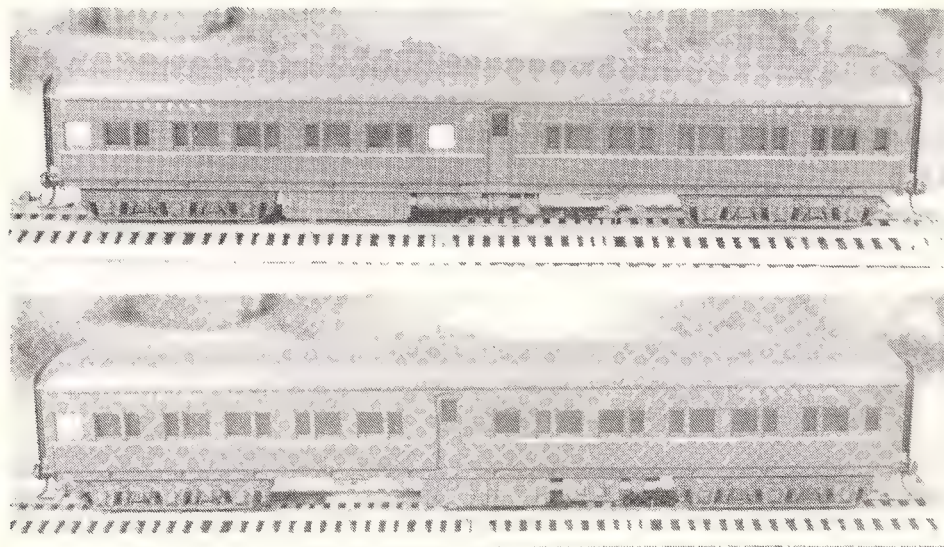
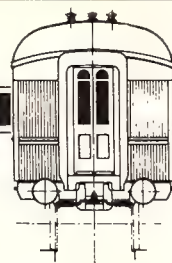
Now, Fellow Artists, it is time to dash out and buy swirling capes, satin shirts and velvet Basque berets to inspire the thinking, doodling, hard planning and preliminary mockup making time between now and the next session when we get down to the nuts and bolts of bringing to three dimensional polychromed reality our clearly stated THEME, our carefully calculated PURPOSE and our DESIGN drawn as close to scale as we can manage with graph paper, a rule and a pair of school compasses, all in answer to the single most important question in layout creation — what do I — nobody else — what do I want it to do and how best can I make it do it? ■

All photographs by Bob Gallagher.

DID YOU KNOW?

That a two-inch length of 1" x 1" aluminium tee section extrusion makes a very convenient sanding block for modelling work?

Gordon Duncan.



UPDATING TAM CARS

By Graeme Pantlin

Modellers of the modern era NSW railway prototype may have been a little disappointed when Lima's TAM cars arrived on the scene with the inclusion of crownlights. Hopefully this article will give food for thought for modellers to have a go at a minor conversion which will do away with the crownlights and bring your coaches up to date.

Initially, when built, the TAM cars came equipped with crownlights (the small fixed windows above the main windows in each compartment). However, during the 1950s when the cars were overhauled, these were removed and in their place was fitted a double letterboard configuration. A further modification carried out to some of the TAM cars during the early 1970s was to replace the double letterboard with a single panel. Although this article deals primarily with the first modification, with the elimination of the final styrene overlay you will have the later style modification covered as well.

The first step of the model conversion, after

removing the roof, is to completely cut out the crownlights and existing letterboard area. First off, get a fine narrow bladed saw and cut through the areas between the crownlights level with the top of the main window frames and then continue the cut to the edge of the door frame and also to the end of the side of the carriage. Once this is done, cut down from the top of the car to your original saw cut at end of the coach and next to the door frame so that all the area above the main window line comes away. Complete this step for the opposing end of the car and also for the other side. Clean up the saw cuts with a file so that you have a level edge to glue the next step of the conversion to.

Get a sheet of 60 thou. styrene and cut a piece long enough and wide enough to fill the area previously cut out. Clean up the styrene with a file and then, if you are doing the double letterboard style, glue the styrene in place with it protruding just enough to be level with the raised areas around the window frames. If you are modelling a single letterboard coach, then the styrene will need to be protruding marginally further and glued level with the raised area above the doors and the side of the end of the car. Next task is to cut some 5 thou. styrene a scale 9" wide and long enough to fit between

the raised tip on the side of the end of the vehicle (where the top letterboard wraps around to the end of the car) and the raised area above the door. Glue it in place and then, with a small file, run lengthways along the top letterboard. Clean up the joins with the existing Lima plastic so that everything is smooth and you have no irregularities to show up the joints.

Before you can insert the roof you will have to remove the plastic which forms the retaining clips and also the locating lugs just under the edge of the roof line near the depression for the door area. Once completed, you can then insert the roof and check your work to make sure it still fits as it should, although the roof on my vehicle hasn't been touched as yet, except for a coating of Floquil Graphite. Previous articles in the May/June 1981 and February 1983 issues of AMRM may give readers some ideas as to improving the appearance of the roof. Also, if you are just going to repaint the roof, remove the round 'vents' above the corridors as these are an error on the model (actually, they are some of the interior lights).

If you are happy with the job you have done, give the body a coat of your favourite shade of NSW Tuscan Red, yellow lining and lettering. As some coaches have lining above the windows as well as on the waistband, personal preference, as well as observation, will be required to number your vehicle and line it correctly. On my model I used a 50/50 mixture of Humbrol Great Western Chocolate and LMS Maroon which gives the cars a colouring similar to the original Lima 44 colour. For the yellow lining Mn'J decals No.9203 lining sheet was used as the lining on their lettering sheets isn't long enough to fit on in one piece.

If using the decal, make sure you cut the decal as close to the edge of the yellow line as possible so that there is no overhang of decal film on the waistband. Give the decal a very fine coat of Solvaset to assist adhesion. Be careful not to use too much or else you will spend the next few moments watching the decal self destruct. Finally, the SLEEPING lettering is a NSW Rail Transport Museum decal and the carriage classification is from the Mn'J 'N scale' range.

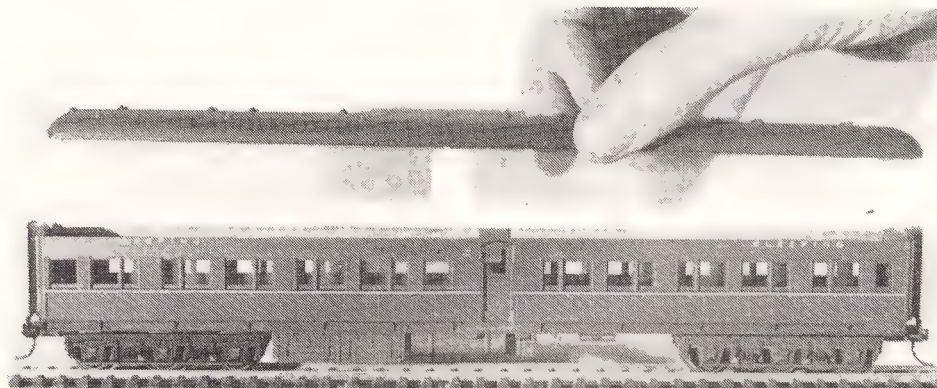
If you are not happy with your converted model, give it a coat of Ways & Works Yellow, letter it the Junee Accident Van and put it at the back of your layout. At least then the vehicle will still serve a purpose and it won't have been a completely wasted exercise.

For further information on the TAM cars, readers are directed to the Prototype Plan article in the March/April 1977 issue of AMRM.

How to Beat Inflation

1. Find yourself a clobber (i.e. friend, acquaintance).
2. Go out and buy a Rails North 'KLY' and a 'KLV' kit.
3. Take them home and divide the kits into two equal parts, i.e. two ends, one floor, one roof, one KLY side, one KLV side, etc.
4. Then assemble both kits.
5. You now have two vehicles, a 'KLY' on one side and a 'KLV' on the other. Since you only view one side at the time you get two vehicles for the price of one!
6. Just think of the possibilities with other similar sized vehicles, especially the NSW 72' 6" passenger cars. The mind boggles!

Phil (Scrooge) Collins



The roof and window section being lowered into the body of the coach. Graham Ball photograph.

EEE, EE AND FN CLASSES – TASMANIA

The popular view of the former Tasmanian Government Railways system amongst railway enthusiasts has been one of an obsolete railway with small trains, small locomotives and small four-wheel wagons. This view has also been perpetuated somewhat in this magazine where most Tasmanian prototype wagon plans

By Michael Dix

have been of the small four-wheeled stock. The TGR did, however, possess a large number of bogie wagons of most wagon types built

from 1885 onwards and which eventually replaced the four-wheelers in revenue traffic.

Four classes of bogie van were constructed by the TGR and classified EE, EEE, EEP and EES. This article looks at the first two of these classes, which formed the major part of the bogie van fleet.

EEE Class

The first bogie goods van to be used on the TGR system entered traffic on 19 March 1929 and was followed by a further 15 wagons constructed up to August 1930. These wagons featured a light-weight steel body with two double doors per side and were constructed on the frames of bogie flat wagons FFF32 to FFF47. The vans were 10.97m (36'0") long over headstocks, were fitted with side buffers and drawhooks/link couplers and ran on archbar bogies fitted with 790mm diameter spoked wheels. Braking was provided by two 460mm diameter vacuum brake cylinders attached to a continuous train pipe. A single handbrake wheel was provided at one end. The vans were load rated at 30 tons with an average tare weight of 14 tons (14.25 tonnes). They were numbered EE1 to EE16 and were initially used in cement traffic from the cement works which opened at Railton in 1926.

With the first of a new class of shorter bogie van being constructed in 1936, the EE vans were reclassified as EEE, leaving the shorter classification for the shorter vans. A further two vans (EEE17, 18) entered service in January 1936, again built on the frames of FFF class wagons, but having a sheet steel roof, rather than the galvanised iron roof of the earlier wagons.

The railway rehabilitation programme of the 1950s included the importation of 140 steel bogie underframes for use in the construction of various wagon types. Four of these frames were used to build new EEE vans, numbered EEE19 to EEE22 and which entered service between June and August 1958. A further four bogie vans were constructed under this programme, but to a new design in which the wagon side comprised four roller shutter doors, this new class being classified EES and eventually comprising seven vans.

The new EEE vans were internally fitted with lashing rails and removable bulkheads but the main external differences were in the form of frame strengthening, the sheet steel roof and the use of self-contained buffers. The earlier EEE vans were built on frames with conventional truss rodding, but the new frames had welded, semi-central truss rods.

The EEE vans appear to have been painted the traditional ferric red colour from new, but repainting in yellow started from about 1971. Not all vans were repainted, with EEE4, 9, 12, 19 and 21 (and possibly EEE20) retaining the ferric red colour.

During the latter part of their life, the EEE vans have been used mainly in general traffic, the Railton cement traffic being taken over initially by some of the newer EEP vans (EEP1-4)



The last batch of EEE wagons were constructed on centre truss underframes and had welded bodies with a steel roof and self-contained buffers. EEE21 is painted brown. Hobart, 18 November 1981.



EEE8 is representative of the first batch of EEE wagons. Note the side truss underframe and galvanised iron roof. The van has been repainted yellow with silver bogies. Launceston, 11 February 1980. Photo by G. Johnston.

and later by the bulk cement wagons. Following the ANR takeover in 1978, parcels traffic was eliminated and new higher rates virtually eliminated less-than-carload traffic. This resulted in a surplus of all types of vans and enabled the mass withdrawal of the short wheelbase four-wheeled vans and gradual withdrawal of the four-wheel Grover bogie vans.

A number of EEE vans were repainted in early 1980 but most did not see further service as vans and eleven wagons were stored at the old Killafaddy stock siding in mid-1980, pending conversion to container wagons.

The prototype conversion to the new FN class utilised EEE20 and was released to traffic in May 1980 numbered FN1. The conversion involved the removal of the body and the fitting of pockets and corner brackets to carry two 5.08m containers. Further conversions to this type of wagon were not undertaken, because the earlier EEE wagons (1-18) were fitted with wooden floors and were not structurally suitable for the envisaged use without major modification, as the gross mass of two loaded coal containers (about 42t) exceeded the 31t load rating. However, 14 of the 18 wagons were converted to flat wagons in November 1980, but only to carry one 5.08m container, with one further wagon being converted in March 1981. The bodies of the converted wagons were stacked behind Launceston roundhouse and advertised for sale, most being cut up for scrap.

There are currently (January 1983) only six EEE wagons left in service: EEE6, 8 and 15 from the early series, all painted yellow, and EEE19, 21 and 22 from the later series, the first two painted brown and EEE22 painted yellow. These wagons are used for any general traffic offering.

FN Class

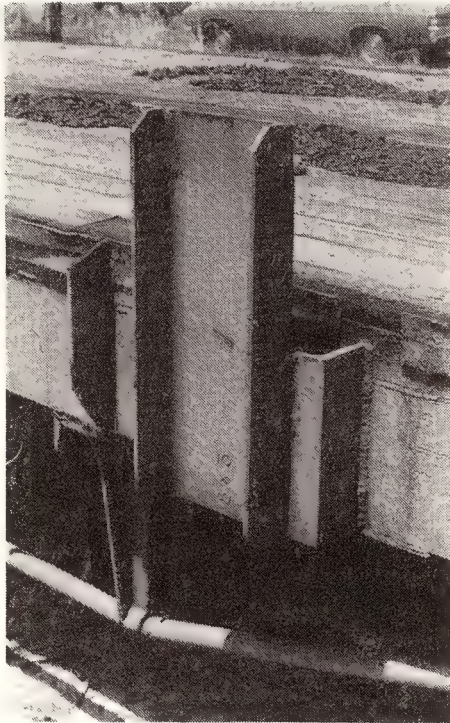
As mentioned above, sixteen surplus EEE vans were converted to flat wagons for container traffic in 1980-81 and classified FN. At this time Australian National was taking delivery of open, end unloading containers designed for the carriage of coal, woodchips and wood waste. These containers were constructed on non-ISO 5.08m bases and it was envisaged that two containers could be carried per wagon on the EEE conversions but this was changed to one per wagon as previously outlined.

The majority of FN conversions were done in November 1980 and involved the removal of the body and attachment of container restraints. The conversions were done very quickly and roughly — the body was removed by oxy-cutting around the base, except at the ends where a small panel was left to support the vacuum-pipe, rather than cutting this pipe back to deck level. Container restraint did not use the conventional corner brackets but a quicker and simpler system whereby side restraint was provided by steel section welded to the wagon sides and end restraint by a heavy timber section bolted to the timber deck. The container simply slots in between these restraints.

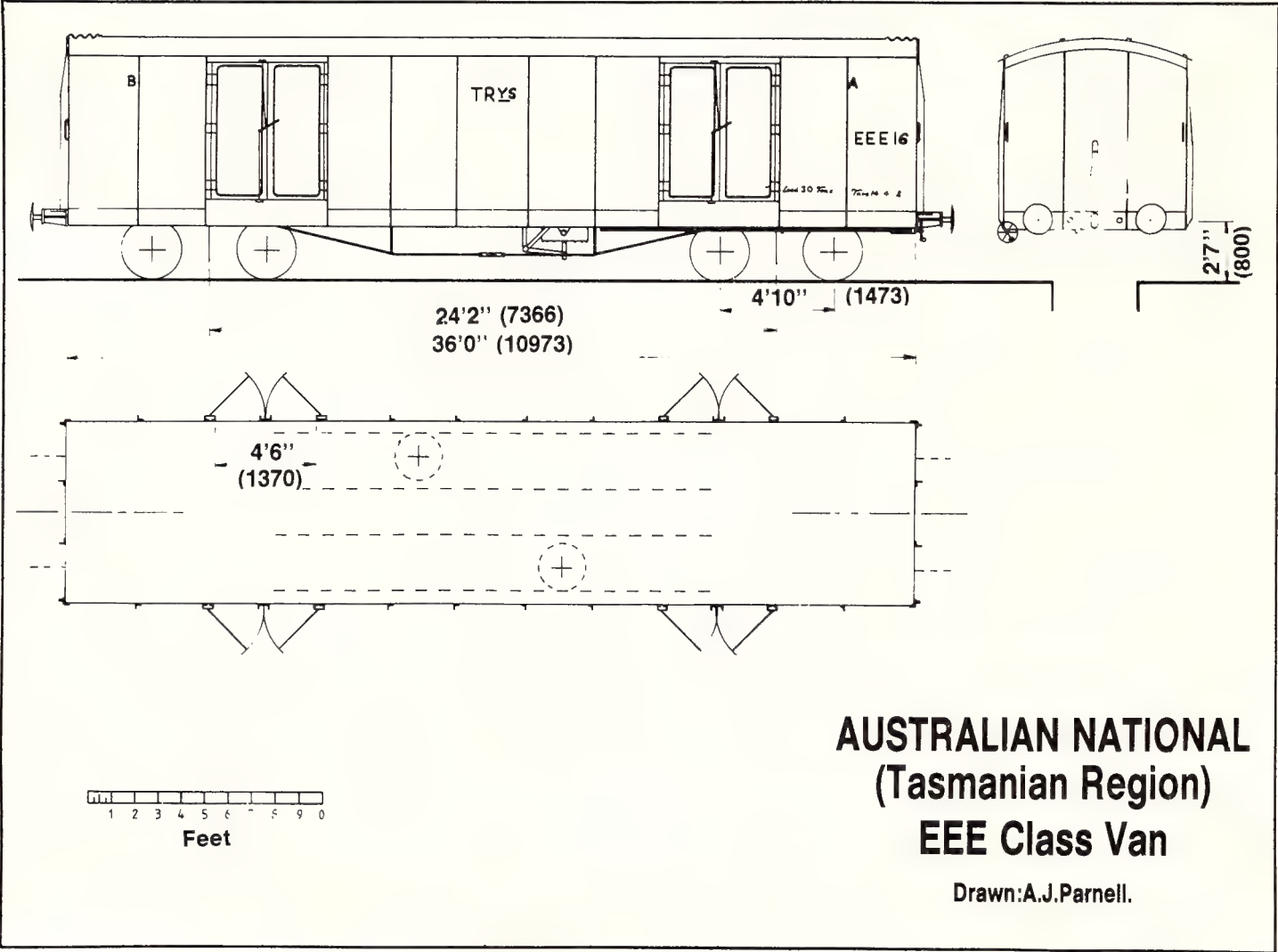
Four KFD class flat wagons with steel ends were also converted in July 1981 to carry 5.08m containers and were numbered FN17 to FN20. The KFD wagons were originally built on the imported centre truss underframes (as on EEE19-22) and have steel decks but are only fitted to carry one container, using the same restraint system as FN2 to FN16.

The FN wagons can be subdivided into three types. All wagons are fitted with screw drawgear, archbar bogies and vacuum brakes and are load rated at 31 tonnes.

- (a) Wagon FN1, built on a centre truss frame with steel deck and fitted to carry two containers but not used for carriage of the bulk open containers. Repainted yellow on conversion (AN Tasmanian Region diagram W119).
- (b) Wagons FN2 to FN16, built on wooden deck side trussed underframes and fitted to carry one container. Wagons FN2, 3 and 15



Side container restraint, FN9.





FN15 is representative of the typical FN wagon. Note the side truss underframe, form of container restraint and the end panels supporting the vacuum brake pipes. This wagon is painted brown but with lettering in black on yellow patches. Conara Junction, 11 October 1982.



FN18 was converted from a KFD class wagon. Note the steel wagon ends and centre truss underframe. Hobart, 2 February 1983.

brown, all others yellow. Not repainted on conversion.

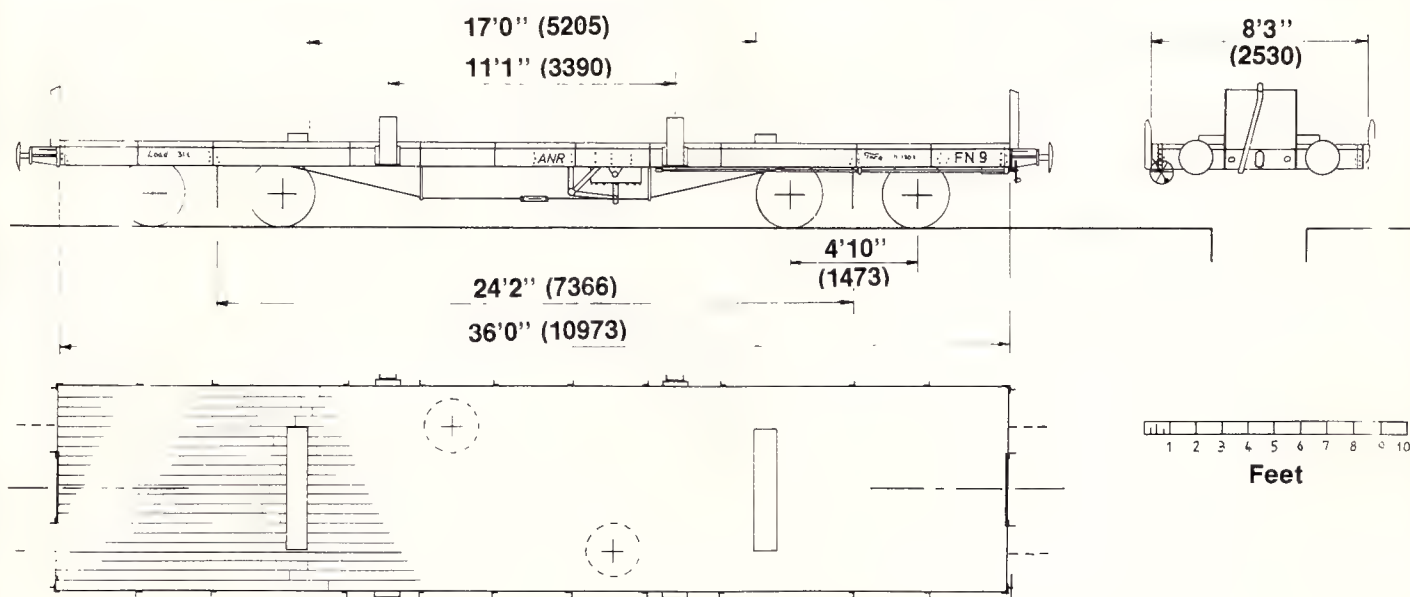
(c) Wagons FN17 to FN20, converted from KFD wagons. Steel decks, centre truss frame, steel ends 1.68m high. Fitted to carry one container as FN2 to FN16. FN20 dirty yellow, others brown, not repainted.

Up until the end of 1982, FN2 to FN20 have been mainly used in coal traffic from Duncan Siding (Fingal) to various places. The wooden decked wagons have been subject to frequent damage from buffer locking and three wagons (FN2, FN3 and FN4) have been written off. The conversion of these wagons was probably only a temporary expedient and it is likely that the wooden-decked wagons will have only a short service life.

EE Class

In 1935 proposals were formulated for the construction of a class of bogie van intermediate in size between the E class four-wheelers and the existing 10.97m EE bogie vans. The design chosen for construction was for an 8.53m (28'0") long van (double the 4.26m length of the four-wheeled vans) of similar body construction to the existing EE vans but with a sheet steel roof in lieu of galvanised iron. Torpedo ventilators were fitted along the roof centreline and louvred ventilation panels were incorporated in the ends and sides of the van. Access to the van was by one set of double doors per side. The wagons rode on archbar bogies fitted with 790mm diameter spoked wheels and were fitted with one 460mm diameter vacuum brake cylinder. Because of the shortness of the frame, no truss rodding was necessary. The vans were load rated at 15 tons with an average tare of 10.5 tons (10.67 tonnes).

Twelve vans were initially constructed, entering service as EE1 to EE11 and EE12 between July and December 1936. A further five vans (EE13 to EE17) were constructed in 1940, with 20 more wagons (EE18 to EE37) entering



AUSTRALIAN NATIONAL (Tasmanian Region) FN Class Container Wagon

Drawn: Michael Dix.

service in 1943. All the vans were manufactured in the Launceston workshops, with the last batch being assembled by the Public Works Department in Hobart.

Unlike the EEE vans, the EE wagons are nearly all similar, with only one notable exception. The only major visual change over the years has been the deletion of the torpedo ventilators from the roof (except for EE20, 27, 28 and 35) and some swapping of buffer types between wagons. The class was formerly painted in the ferric red colour, but repainting during the 1970s has been in yellow. As at January 1983, over half the class had been repainted; those not repainted yellow are EE1, 2, 5, 8, 9, 10, 14, 15, 17, 22, 23, 25, 26, 32 and 36 (a check of wagons accounted for all except EE7).

The EE class are currently used in general goods traffic and have also been used recently to carry bagged superphosphate from Risdon. One notable use is in the carriage of apricots from southern Tasmanian areas to the north of the State during the summer apricot season. Six vans (EE2, 4, 5, 16, 26, 27) had been written off by February 1983 and a number were stored.

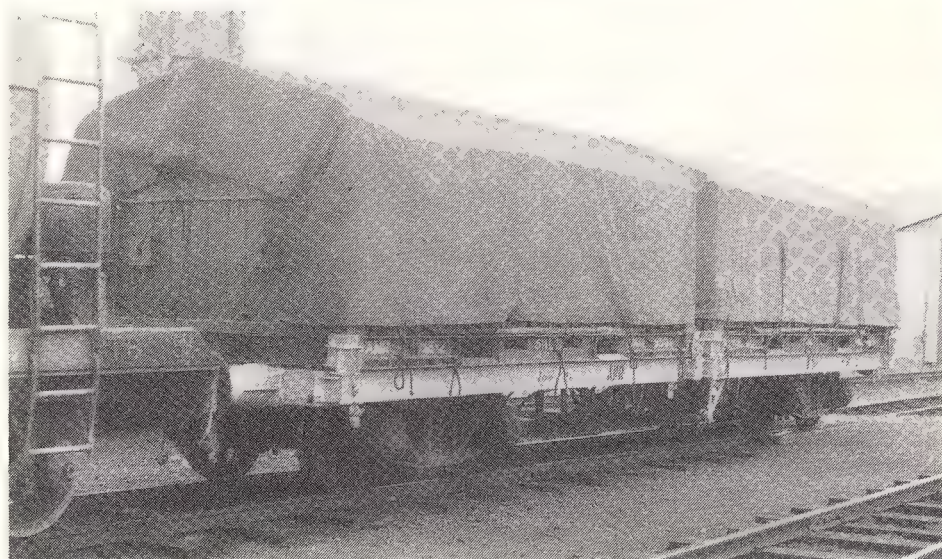
EEZ12

The one notable variant within the EE class has been van EE12. The exact history of this van is somewhat uncertain due to the number of changes that it has undergone. It first entered service on 23 December 1936 but, unlike the other eleven vans then built, it was insulated, had extra louver panels near floor level on the side and ends and was fitted with passenger-type bogies and buffers which enabled it to run attached to passenger trains. The van was classified EEZ, but was given a sequential number in the EE series.

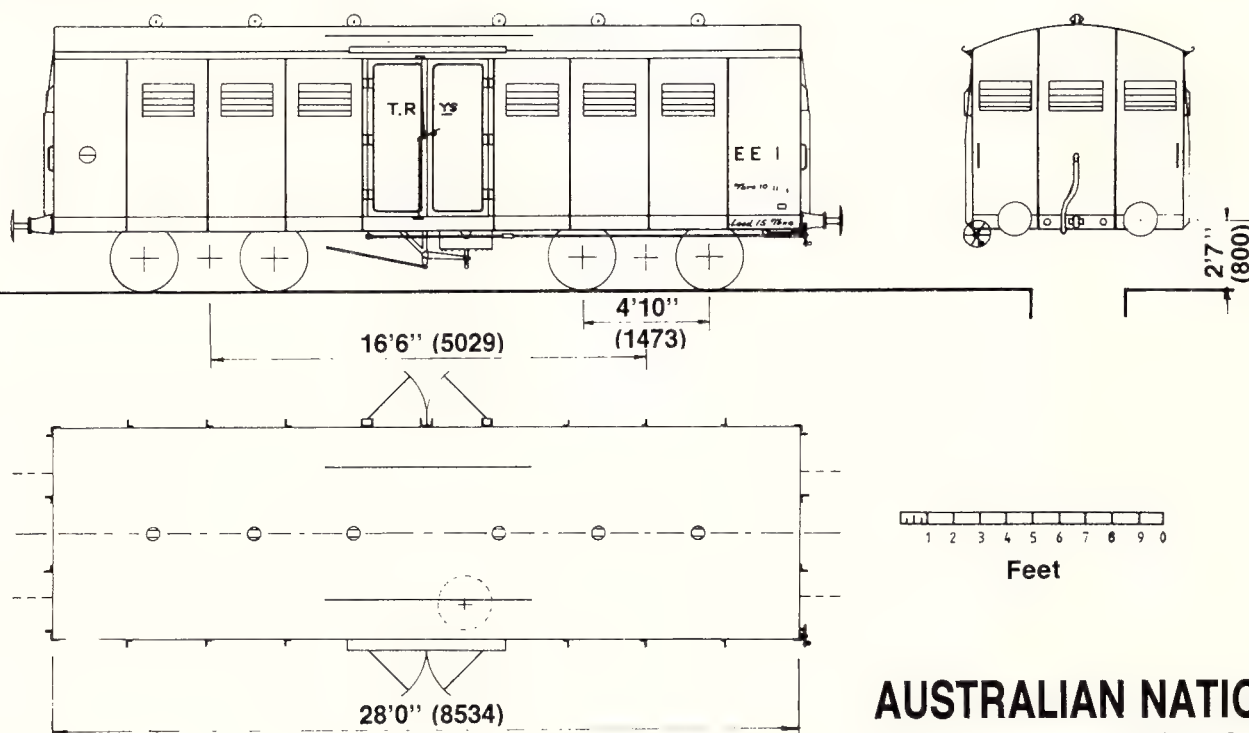
The carriage bogies were removed and the wagon was reclassified EE12 on 17 September 1948. These bogies were refitted and a lined wooden floor and bulkheads fitted in August



Yellow-painted van EE28 at Conara Junction, 16 September 1981. This van still retains the torpedo ventilators on the roof.



FN1 'as new' at Derwent Park, 27 July 1980. This wagon has the later style centre truss underframe and is conventionally fitted to carry two containers.



**AUSTRALIAN NATIONAL
(Tasmanian Region)**

EE Class Van

Drawn: A.J. Parnell.



Wagon EE12 was photographed at the Launceston Workshops. Note the double row of louvred panels on the wagon sides and ends, and ventilators on the roof. The wagon is also fitted with carriage bogies, indicating that it was about to be reconverted to the EEZ classification. The barely visible tare of 11 tons 11 cwt 0 qtr indicates that the conversion was to be from EE to EEZ, dating the photo about 1951.



EE12 was formerly fitted with two rows of louvred panels, the patches on the wagon side showing their former location. This wagon also has a lamp bracket on the right-hand end and self-contained buffers. Hobart, 13 July 1982.



Brown-painted van EE9 at Maydena, 7 September 1980.



Wagon EEZ12 was fitted with carriage-type bogies for use on passenger trains. Note the ordinary style of buffers fitted in this photo compared to the later photo of EE12. Photo by courtesy of Australian National.

1951 and the wagon was again reclassified EEZ12. At some stage the body louvres had been removed and the resultant spaces covered by metal patches. The wagon was painted green in August 1953 but had reverted to ferric red by the early 1960s.

The carriage bogies were again removed and the wagon reclassified EE12 on 21 March 1977. The wagon was repainted yellow but is easily distinguished from the other EE vans by the lack of louver panels. Lamp brackets and the remnants of a tail disc remain on one end of the van and self-contained buffers are fitted. The wagon is now used in general traffic.

Modelling Notes

These three classes represent fairly common wagons on the Tasmanian system and make interesting models. Construction of all types could be undertaken using commercially available parts and styrene. The EEE van is a relatively straightforward modelling project. The first sixteen vans have a galvanised iron roof and some (including EEE1, 5, 6, 10, 15 and 16) also have 2" x 1" timber battens on top of the iron. Lettering on the vans has been varied; lettering is in white on the brown wagons and black on the yellow wagons, although some yellow vans had red TGR symbols and at least one (EEE14) had a red ANR. The side angles are 3" x 2" steel, the end angles 4" x 3" and the corner angles 3" x 3".

The FN wagons would be very easy to model; the modeller would probably be hard pressed to get the prototype's rough finish. The wagon deck comprises twenty-two 4" x 2" planks running along the wagon; these could be easily modelled using scribed styrene. The remnants of the side angles should be added to the frame side. Lettering is black on yellow wagons and white on brown wagons, with the exception of FN15. On this brown-painted wagon the lettering is in black on yellow patches, with the side container restraints also painted yellow. The painting of lettering on freshly repainted patches has been applied to most of the FN wagons. The timber decks are unpainted and the inside of the end panels are either cream or white. The wagons are usually loaded with one open container painted AN green.

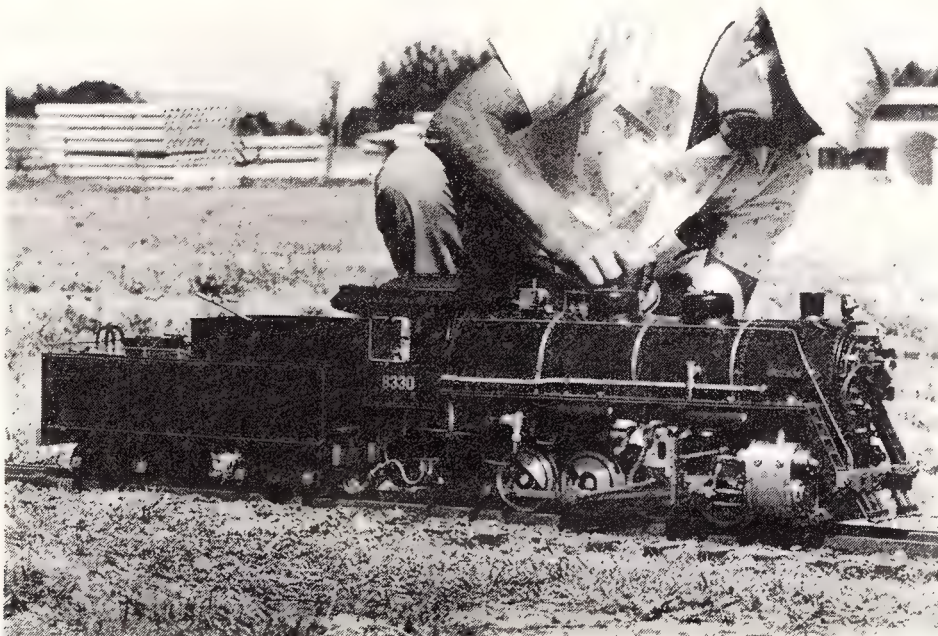
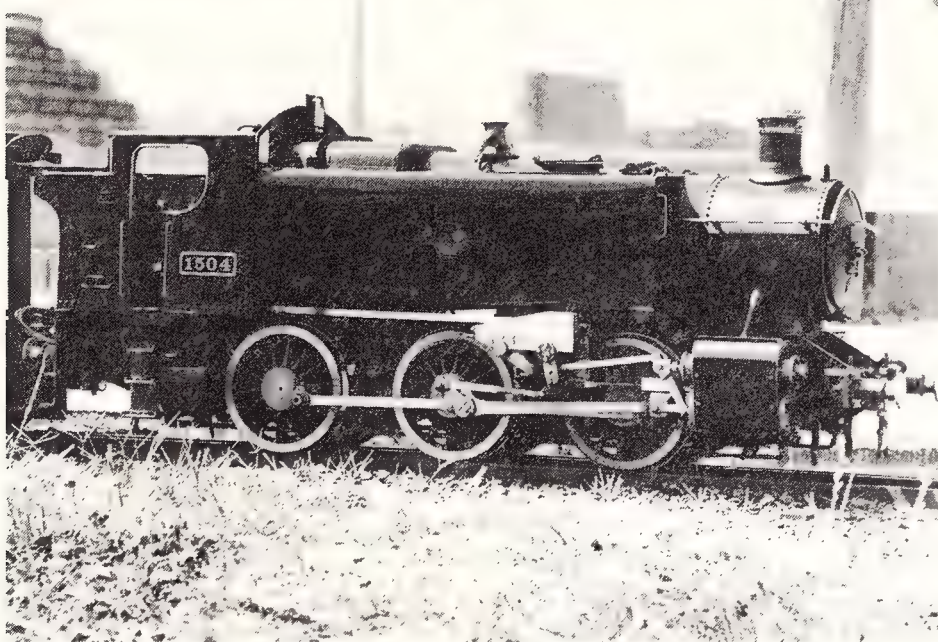
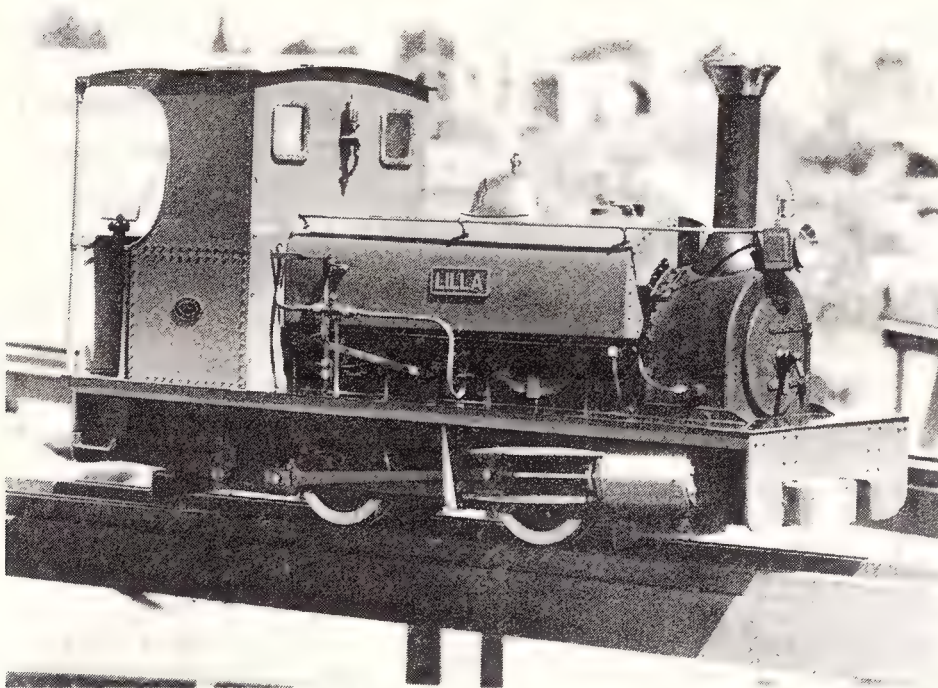
The EE wagons are the only ones which pose modelling problems. Although the basic van body is fairly straightforward, the louvered ventilation panels are difficult to model effectively without resorting to using individual strips of styrene (or other material), a tedious method and one where it is difficult to get a good finish without a large amount of patience and care. The easy answer is to model van EE12 without the louvres. Body detail and lettering on the EE is similar to the EEE.

The bogies on all classes range in colour from silver when newly painted to grimy brown-black. Lettering placement has varied over time, and also between wagons, typical lettering arrangements being shown on the photographs. The only way to ensure an accurate model (of any vehicle on any system) is to model a specific wagon. Find your prototype, photograph (or sketch) both sides of the wagon and preferably have at least one colour photograph. Never rely on any two wagons to be the same, especially if the class is one which has been constructed over many years. ■

Unless otherwise indicated, all photographs by the author.

LIVE STEAM IN BATHURST

by Stuart Livesey
Photographs by Frank Colsato



The Bathurst Miniature Railway Co-operative Society was formed in 1977, by eight modellers, for the purpose of providing recreation and education for the young people of the district. In 1978 Bathurst City Council set aside 2½ acres, in a new sports complex, for the Society's use.

Work commenced early in 1979 on a ground level track with the gauges of 88mm and 127mm. The construction was divided into two stages and was completed in 1981. The track is now approximately 323 metres long and includes a Station with a passing loop, a brick Signal Box which controls the points and signals, an elevated Turntable and Steaming Bays, and flashing lights and warning bells which protect the spots where the track crosses the footpaths in the complex.

The Society's running day is the third Sunday of each month and members and guests come from a wide area of the Central West to participate. The accompanying photos were taken at a recent running day.

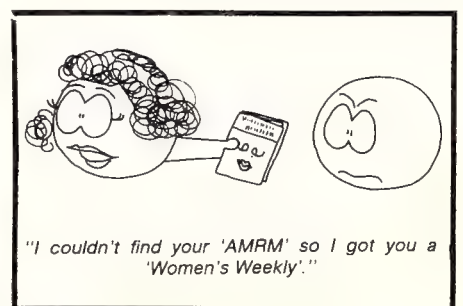
1. Les Perkins of Forbes built and owns this 88mm gauge model of the Hunslet loco 'Lilla'. The prototype for this model worked in a slate quarry in Penryhn, Wales. Construction time for this model was 2000 hours and it was completed in 1981. Black and white photography does not really do justice to this sparkling loco.

2. A 127mm gauge loco owned and built by Les Perkins. 1504 is a model of the 1500 class BR (GWR) locomotives. It took Les three years to build the model and he completed it in 1979. Les brought it and his entire workshop out from England.

3. Ron Alloway of Bathurst makes some minor adjustments to his 88mm gauge CNR switcher 'Taribou'. The loco took 3000 hours, spread over 10 years, to build and was completed in 1979. No commercial castings were used in constructing the loco.

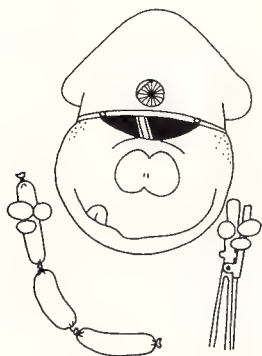
4. Barry Potter of Orange sits behind his new NSWGR 59 class loco. The loco is not quite finished and is seen here coupled to the tender from Barry's other loco, a NSWGR 50 class. It has taken Barry five years to get the 59 class to this stage and when it is finished it will be capable of hauling a load of two tonnes. The boiler will be rated at 100 p.s.i.

5. Bob Morris of Bathurst stokes up his free-lanced 127mm loco 'Anne'. The loco took two years to build and was completed in 1980.





INTRODUCING THE GOOSE BUM LINE



HEINZ

— the engine driver. refugee from the D.B. Recipient of strange letters from Paraguay.

This issue we welcome the 'GOOSE BUM LINE', a fictitious branch line from the futile imagination of Dick Stein. Dick also draws the 'ball men' often found throughout AMRM. (The 'ball men' will still be included). THE GOOSE BUM LINE will cover the many spheres of railways that can and do suffer from the frailties of the human race.

The strip will introduce to readers a number of characters, some of which are introduced below. Doubtless, other characters will either visit or move to Goose Bum, as demand (and Dick's imagination) permits.

So join with AMRM and share the humour of the **GOOSE BUM LINE**. ■



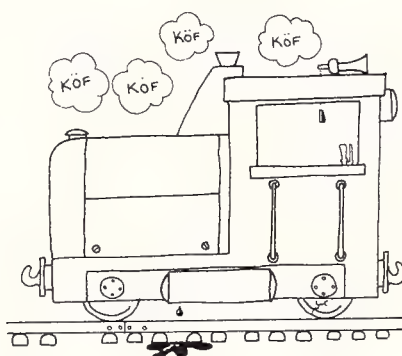
TRAN

— his mate. Intelligent. Dilligent. Cheerful. Don't even dare to look into his lunchbox . . .

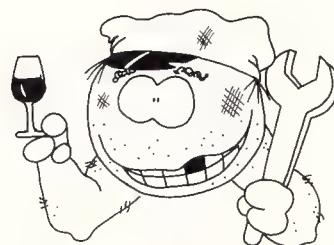


MURPHY

— Track laying, maintenance, side slips, subsidence, quicksand, quagmires, fishplates, Guinness . . .



The motive power on the GB, as yet unnamed.



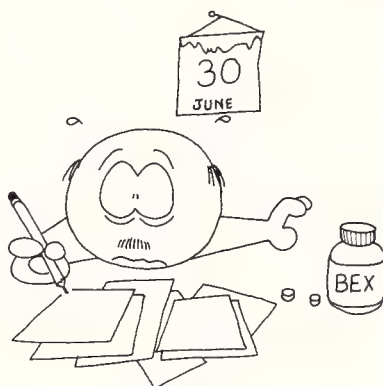
BODIC

— is Polish. Is making own wine. Is enthusiastic about Pope, Solidarnosc, oil, dirt, grease . . . Also repairs locomotive.



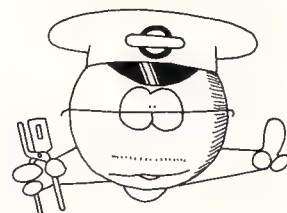
IDA

— Queen of the Kiosk. Dispenses tea, pies, ptomaine . . . Famous Quote: "Tea's orf, luv . . ."



PERCY

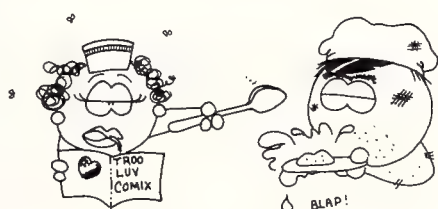
— Dispatcher, director, accountant, general factotum. Owns latest model '73 ulcer with wide wheels . . .



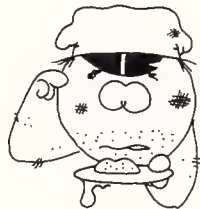
Mr. R.K. PATEL

— the guard. Curry sandwiches. Curry ice cream. Curry corn flakes. Radishes give him indigestion.

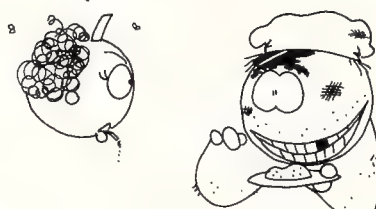
THE GOOSE BUM LINE by Stein



"Bread puddin Luv."



"Is one question?"



"Why sultana got legs?"

POINT MOTOR PROTECTION

by Ian Weickhardt

Most modellers are aware of how easily point motors (or 'switch machines') burn out. This came to my attention first when my wife greeted me thus: 'Darling, while you were at work today I showed your layout to some friends — until I smelt something burning, so I turned all the power off and left it. Have I ruined something?'. No, Wilma had not ruined anything. It was the ballast that caught in some point blades that stopped them throwing right over, preventing current cut-off by the point motor. After a few minutes of this, it overheated.

Fortunately, I was able to repair that one, and also the one that cooked when I was (a few years later) showing the layout to someone else. Unfortunately, many of us know of irreparably cooked point motors.

One of the solutions is to buy or make a capacitor-discharge or similar type of unit and fit that to your layout.

I have developed another idea, very cheaply, which has completely prevented burn-outs since I installed it.

It is designed specifically for 2-coil point motors having cut-off contacts which operate near the end of throw to cut the current to the relevant coil. Most commercial 2-coil machines have suitable contacts for the purpose, as does the design I described in the March/April 1969 issue of AMRM (Vol.4 No.2).

The idea is shown in Diag.1. The heart of it is the 'protection unit' — one switch, one resistor, one lamp.

How it Works

The lamp and resistor are in series with the power feed to the point motors. The lamp can be a cheap 3-volt torch globe — any cheap globe of up to 12v is OK, providing that it does not draw more than 0.3 amps (300mA). The resistor is a 5-watt unit having enough resistance to limit the current through the lamp to half its rated current. For example, if you use a 6-volt globe (as I did), and the globe normally draws 300mA, the resistor value will be calculated thus:

1. Resistor voltage
supply — lamp voltage
15 — 6
9 volts
2. Resistor value in ohms
Resistor voltage divided by half the rated lamp current
9 volts divided by 0.15amp (i.e. 150mA)
 $\frac{9}{0.15} \times \frac{1000}{1000} = 60$
60 ohms

The nearest values available are 56 ohms and 68 ohms. Either will do.

The reason for advising use of half the rated lamp current is two-fold. It vastly extends lamp life and reduces the current flowing through a faulty point motor. A lamp operating on half current still gives an adequate glow.

The lamp and resistor between them limit the current to the point motors. If any point motor gets stuck with its cut-off contacts allowing continuous current flow, the current is limited to a value that will warm but not cook your point motors. What's more, the lamp lights and tells you that something's wrong.

The normal operating routine is as follows:

- Throw the control panel switch.
- Lamp comes on to indicate that the points are 'out of correspondence' with panel switch.
- Push the button to throw the points.

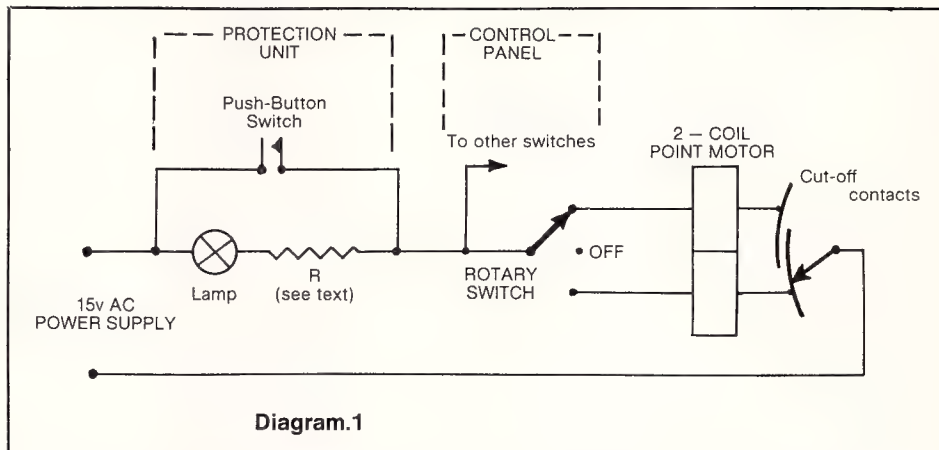


Diagram.1

- Points throw and lamp goes out to indicate correspondence between panel switch and point motor.

The 'correspondence' concept is used, in a more detailed form, on prototype control panels. It is used for safety reasons though, more than for preventing cooked point motors!

The Switch

This must be 'non-locking' or you'll still risk burnouts. If you look around the shops you may be able to get a switch that has a lamp

mounted in it and a coloured window at the top. Otherwise just mount a lamp and switch side by side on a panel.

The Control Panel Switch

Why is this a 3-position rotary switch? Firstly, because second-hand rotary switches are often available cheaply out of old radios, TV sets and radio hams' junk boxes. Secondly, the 'off' position is quite useful for isolating a faulty point motor completely, so that it doesn't keep the lamp on all the time.

ADDENDUM — TGR T CLASS 4-8-0 LOCOMOTIVE

by Michael Dix

Since the article on the Tasmanian T class locomotive was published in AMRM (December 1982, issue 117), further information has come to hand, adding to or altering information published in Tables 1 and 2 of that article.

Table 2 presented operating statistics for

Year ended	Locos on roster at 30 June			T class in use during year	Total miles	Average miles	Average days used
	Diesel	Steam	T class				
30/6/60	57	49	1	3	5361	179	60
30/6/61	57	49	1	1	270	270	11

The mileage and days run figures for 1961 are the same as 1962. This would appear unlikely but is supported by cross-checking of figures. The average mileage and days run figures shown for 1960 are somewhat meaningless as T235 ran 4704 of the 5361 miles run (or about 87% of the total) and ran 158 days of the total days run figure of 182. Both T222 and T237 ran up small mileages in the first part of the 1959/60 financial year, but T222 had been sent to Launceston for storage by November 1959, while T237 remained available for traffic at Launceston, but unused, to at least February 1960 when both locos are noted as

the period 1948-1964. These statistics were taken from TGR Annual Reports of this period but these reports did not give statistics for the years ending 30/6/60 and 30/6/61. The relevant figures for these years (compiled from unpublished loco mileage returns) were:

'written off' on the returns. The withdrawn date for T222 in Table 1, shown as 4/59, is thus incorrect, as records show that this loco ran up 192 miles sometime (probably early) in the five months to October 1959.

The 1958 Annual Report gives a complete breakdown of loco mileage for the year ended 30/6/58. These figures show that the five T class locos in traffic in that period ran a total of 23,412 miles, comprising 11,077 miles shunting (about 47% of total), 10,979 miles (47%) in goods traffic, with minor mileages on country passenger (242 miles, 1%), assistant, light engine and ballast.

N.S.W. VEHICLE COUNTDOWN — 29

In 1955, the N.S.W.G.R. had 40 'Y' class bogie bolstered flat wagons on its books. Today, only 2 of these vehicles remain in existence. Both are on long-term lease to Australian Iron and Steel, Port Kembla.

Paul Rogers

Variations on the "S" Wagon Theme

On pages 23 and 24 of the March/April 1977 AMRM, Roger Johnson illustrated some variations on the "S" wagon theme. One of the photographs showed S.14367 with a timber end. Modellers may be interested to learn that as late as 1981 S trucks 1824, 9012 and 16342 (all in black livery) shared this characteristic.

Paul Rogers

Sir,

Regarding the article "NSWR LLV, GLV/GLX, TLV/TLX, CLX Vans — Addendum":— As I worked in the tin mill warehouse of A.I. & S. Pty Ltd, Port Kembla during 1973/74, I find the statement regarding TPK wagons "the wagons were observed with and without tarpaulins when carrying the plate" impossible to believe as these and all other open wagons were tarped prior to despatch from the warehouse. In fact the then PTC would not remove these wagons from Cringila exchange sidings if the lashings on the tarps were not secure. As the plate is vulnerable to spoilage by water this was understandable.

I also recall the following classes of open wagons being loaded during this period:— S (including one day S2), K, BD, BDL/BDX, HGM and CG. This last vehicle was a modified 'GC' with an upturned channel welded down the centre to accept the loading of full width coils. The BDL/BDX were also basically used for this type of loading. The types of vans seen were:— VLX, BLX, GLV/GLX, TLV/TLX and an occasional LLV and VLCX.

Hoping this may be of some use.

J.F.Martin,
Oak Flats. 2527.

Sir,

In present 'Readers' Letters' on the painting of locos, I notice that no mention has been made of the Red and Blue C32 class. At the time (late 1920s) Red locos pulled the Newcastle Express, Blue the Caves Express and Green the Southern Highlands Express. Time proved the Green colour was easier to maintain and Green was adopted as a standard colour.

Two instances of train working in the 1930s may be of interest to NSWGR modellers. At Xmas and Easter the number of extra trains strained the loco capacity and it was a regular thing to work about eight FA open platform cars with a D50 to D55 from Sydney to Gosford and return.

Up mails at this time were built up in load and then required assistance from Hawkesbury River to Cowan. An 'S', C30T, was used as a bank engine and on the last train requiring assistance would work through to Hornsby as a double header. Actually, as they sped along near the highway it was an amusing sight — it appeared that mummy engine, C36, was chasing the naughty little engine, C30T.

I trust this may be of use to you.

N. Chisholm,
Umina. 2257.

Sir,

With regard to the controversy in current issues relating to the colour schemes applicable to N.S.W.R. steam motive power, enclosed is a copy of evidence tendered by Mr. E. E. Lucy, Chief Mechanical Engineer, on 5th August, 1924 to the Fay-Raven Royal Commission which enquired into the New South Wales Railways and Tramways.

It is suggested that the material contained in paragraphs Nos. 2607-2621 would be of interest to your readers.

R.K.Willson,
Canberra. 2601.

Fay-Raven Royal Commission

Witness — E. E. Lucy, 5 August, 1924.

2607. Can you tell me what attention is given to engine cleaning, the cleaning of your locomotives. What is your practise? — *Our passenger engines are kept in fairly clean condition, but the goods engines are not kept clean.*

2608. And that is your system? — *That is our system based on the need for economy.*

2609. I was going to ask that. What do you calculate you can save by this system of not cleaning your engines? — *I would save certainly not less than £200,000 a year, and that is a very conservative estimate.*

2610. Is there anything on the other side of the balance-sheet; — is an engine that is kept — I think you will forgive me for saying — in the dirty condition in which yours are kept, just as easily repaired, and are they as well looked after from the maintenance aspect as if they were well cleaned? — *I do not think that if they were well cleaned that we would get another mile out of them.*

2611. You would not get any less failures? — *I think not.*

2612. You calculate you save £200,000 a year by

having dirty engines? — *That is so.*

2613. You do not paint your engines at all? — *We give them a coat of Japan Black.*

2614. But you do not do what people usually call painting? — *No.*

2615. Or what a railway chief mechanical engineer usually calls painting? — *No.*

2616. What do you save by that? — *I can paint an engine and tender here for about £45.*

2617. What do you save by not painting your engines? — *I just save that £45, and the time the engine would have to stand for the paint to dry, that is all.*

2618. I suppose your engines, at any rate, would not come in for a heavy repair oftener than once every two years? — *No.*

2619. Would you think that you saved £200,000 a year by it? — *Yes, about that.*

2620. I suppose you would say that if you painted them you would have to keep them clean? — *I do.*

2621. And that would hurt you? — *The putting £45 worth of paint on an engine and then letting it go to destruction in a very short period.*

In many instances professional application of paint to a model these days costs much more than £45 (\$90) these days, and very little maintenance is needed — Can we draw a parallel here? — Editor.

Sir,

May I make a few comments on the letter by Bruce Freeman in AMRM for October on NSWGR locos liveries?

My original letter in AMRM for June covered the liveries of locos during the 1936-1960 period when I was carefully recording this information, not only actually seeing all these locos many times, but also being given information by NSWGR fitters and painters at Cardiff and Eveleigh.

My livery details for 3806-3830 referred to their 'as built' paint schemes ex Cardiff (odds) and Eveleigh (evens) during the 1946-49 period.

This featured green smokebox sides forming a continuum with the boiler sides. I know that 3813 was repainted in late 1967 as outlined by Mr Freeman, also that 3830 was repainted green with black smokebox and red/buff lining at about the same time but these were both 'one-offs' and not original livery for C38s.

The thirty-one C32 locos I listed in my letter were fitted with new modified front end and painted green from 1937 to 1942, the last to be so treated being 3212 (Jan. 42). All subsequent rebuilds, beginning with 3331 in Feb.42, were painted plain black.

I can only report on locos as I actually saw them and the five C32s mentioned by Mr Freeman in green livery with old front ends in 1934 were a bit before my loco-spotting days began. When I did first see and record these locos during 1937-38, three (3239, 3300, 3345) had reverted to plain black, still with old front ends. The others (3306, 3374) were in green livery and both definitely sporting the new front end.

As far as I know, all 32s eventually received the new front end with steel buffer beam, plain inclined front footplating and straight-edged smokebox saddle side fascias, some as late as 1960. Perhaps all future models of C32s will be made with these features.

Mr Freeman's other comments on 3526, 3616, 3642 refer to preserved locos and their present liveries were never carried in NSWGR service in their rebuilt form. Of these, 3616, 3642 and 3609 carried green livery in their pre-Belpaire days only, with red (not green) side runplate framing and black cylinder covers with red lining.

Also, 3526 in its Mark 1 days, along with 3506 and 3535, was painted royal blue with gold lining to operate the then very popular Caves Expresses from 1933 to 1937 but in rebuilt form it ran first in green, then plain black, then black with red C30-style lining, never in blue.

Anyone modelling the early thirties NSWGR steam era could certainly paint a Bergs C32, with old front end, in maroon with red/cream lining to represent 3265 or 3277 from 1932 to 1936.

In steam days I do not recall any variations in the application of the green livery as happens nowadays with the diesels, except for 3672 and 3673 which, when in green livery and fitted with smoke deflectors, had plain black runplate framing instead of the usual red.

All workshops worked to the same paint diagrams for each class of loco, and the only observ-

able variation was in the degree of grime which sometimes made the standard bright 'loco green' seem more like a dirty avocado colour. Eveleigh 'greenies' were notoriously dirty, but the green 32s and 35s at Broadmeadow were kept fairly clean, particularly 3207, 3236 and 3243 which were always kept spotless for working the Tamworth division of the morning Kempsey Mail, taking over their portion of the train at Waratah from the C36 ex Sydney.

John Harding,
French's Forest. 2086.

Sir,

Referring to your issue 120, Vol.11, No.3, June 1973, as the engineer responsible for the design of the 80 class, I was very interested to read on page 83 a description of a brass model 80 class by Bob Gallagher. I have not seen the model so I don't know where the discrepancies lay. The 80 class does not have anti climbers — they are useless in any sort of a collision between two 120 ton locos and the reference to air cylinders should be air reservoirs. The two tanks are main reservoirs. The photograph of the model looks good and, by the way, on the 80 class the fan would revolve if you blew hard enough.

Stan Dick,
Forster. 2428.

Sir,

I am 12 years old and I have chosen to model the AN Central Region. I have already modelled Loco No.930 and I am going to buy an Athearn PA and paint it in SAR livery to use as a 900 class; however, I have struck a problem. I do not know the colour of the area around the rear door or the door itself. I would be pleased if you or one of your readers could help me. Also I would be pleased if you could give me some information on the Bluebird Railcars and matching baggage cars of South Australia.

I have noticed that 953 and some other 930s have been converted to standard gauge and I would like to know how many are to be put on standard gauge.

Andrew Robinson,
West Beach. 5024.

P.S. Is AMRM planning to write an article on the 900 Class English Electrics?

Perhaps a SA reader could answer the questions. AMRM does not have an article on the 900 class in its programme, at least for the immediate future. Ed.

Sir,

I was pleased but surprised that my letter appeared in last month's issue of AMRM, although you did spell my surname wrong! What I'm writing to you about now concerns models of VR signals. Are there any HO/00 signal kits which can be converted to resemble VR prototype? To scratchbuild such signals would require many bending jigs and hours of difficult soldering which, for (lazy) modellers like me, would be intolerable! I hope you know of an easier way because there are probably other modelers in the same situation.

Ronald Tierney,
Reservoir. 3073.

I am led to believe that Ratio makes a range of signal kits which adapt quite well to the local thing. Ed.

Sir,

I am building a layout at home with a Sydney railway design. I would like to build a single deck Sydney suburban train. Could you please tell me how to build one from styrene?

Cameron McAndrew,
Beecroft. 2119.

It would be nigh on impossible to answer such a question in this column. I would suggest getting involved with a local club or group and learn from others by watching and experimenting. Alternatively, there have been a lot of fine articles printed over the years in all magazines which give various methods of building vehicles. Ed.

Sir,

Please find enclosed a postal note for \$13.75 for subscription to AMRM. All I have is praise for AMRM and I hope you keep going for years to come. You have done wonders for our hobby and I would like to thank you once again for such a great magazine.

John Smithers,
Dampier. 6713.

Sir,

I refer to the point raised on p.42 of the October 1982 magazine concerning the paint scheme originally applied to SRA of NSW locomotive 8031.

This unit may have been the locomotive which towed XP2000 and XP2200 from Granville to Pippita on 27 August 1981 so that the mini-XPT train was facing the right way for its run into Sydney Terminal. If this is the case, it would seem that it carried the orthodox colour scheme at that time and was repainted in the 'reverse' scheme prior to entering traffic.

The uncertainty surrounding the original livery 8031 is an example of a recent occurrence which apparently has not been sufficiently documented. It is unfortunate that such things occur too often in matters of railway history and in many instances there is really no legitimate excuse for such happenings. Put simply, this sort of confusion can be overcome if railway modellers and enthusiasts are prepared to recognise the need for contemporary research and, more importantly, to actually carry out some of that research themselves.

*Paul Rogers,
Flynn, 2615.*

Sir,

Many years ago, as a small lad, I purchased some 'Lone Star 000' push railway items which were made of diecast metal under license in Australia to 'Lone Star Locos', England.

I wonder if any reader knows of the origin of these items and whether they are still available.

*Karl Liffman,
5 Barrell St,
Eaglehawk, 3556.*

Sir,

I would just like to comment on the growing Australian model industry which has reached a critical level in its future. The market is exploding with new items, with brass, white metal and epoxy being the time-honoured media for the small volume market and plastic has now entered this field. For the successful use of plastic, i.e. injection moulding, a larger market is needed, which is common knowledge, but, as the industry stands today, it will be lucky to get this market.

What is needed is two, or better still three, big trade names that are competitive, to avoid the (Vic.) GY story being repeated, and yet compatible for the modeller who would form the backbone, leaving the specialist and small manufacturer a slice of the cake. Our industry is going the same way as the prototypes of Australia, i.e. each on its own merry way — which doesn't successfully work. The prototype has realised this, hence Australian National's existence.

The Australian range needs the big manufacturer name to produce a household label or identity to increase consumer volume. We who read these pages know what is available from whom and where, but how many outsiders and newcomers are in the know — the very ones needed for market growth.

Witnessed many times in our hobby shops, an interested newcomer will ask what's available in the way of Australian trains and receives the typical reply "Well, there's Lima and over there is this, that and ALL the others" hanging on the wall in their poly bags. This results in a high rate of success for American, British and European outline.

Lima is unique in that it is an established household identity, being a big manufacturer with various international outlines in its range. The amount of Australian prototype is small but well selected items and tooling arrangements produce a respectable range. Having ready-to-run locos and wagons entices newcomers long enough to the hobby to gain acceptance and appreciation of modelling Australian railways. So Lima's role and supply of ready-to-run should remain its domain for the still youthful industry.

This still leaves a vacuum for two big company names to appear, one specialising in plastic moulding kits and the other in epoxy kits. There are none, due to factors of risk and money, i.e. gamblers take risks, bankers have money. Yet we have a handful of firms producing a small number of items each, yet I suspect capital restricts them in growth. So my suggestion is MERGE the companies under one banner, to which extent is an exercise in practicality.

Minimum: Adoption of corporate name for range of kits e.g. Austral, corporate packaging of kits i.e. labels identical format, and a catalogue, however brief, showing the actual wagon kits. Companies remain the same, share costs of labelling and catalogue in either equal amounts or percentage used. Each company has developed its own standard of

quality and ideas into their kits. This feature is not lost as the company's kits become a range or subgroup of the corporate label, e.g. Austral: Company name — Wagon code — Wagon owner. The efforts and achievements of each company is appreciated by people within the hobby. No company or its supporters would lose face or pride in the forming of a corporate body which would benefit the growth of the hobby in the long term.

Additional: The merging of packing, storage and distribution of goods from a common point which produces savings as more efficient operation, actual cost shared equal or percentage used. Long term savings could be further made by mouldings produced by one moulder who would be able to offer lower rates on volume of work handled. Let me stress, I am not suggesting lower priced kits as savings could be reinvested into the hobby and secure the company's financial backing.

Maximum (possibly Utopia): Total merger, financial backing for the corporate name, having its own warehouse, mouldshop, toolroom and design team to produce an economical and extensive range of kits.

How right or wrong an idea it is I cannot say — it is suggested only as a possible idea for improvement of the hobby. If some of this is practical for Australian industry, make it happen soon to take advantage of 1988 National Awareness and celebrations.

*Peter Zaglaver,
Marrickville, 2204.*

Sir,

In the last few issues of AMRM the continuing problems of model railway standards has been raised. I do not intend in this letter to highlight those obvious problems any further but rather call upon an association to take some positive step in sorting out this problem for the future. I recognise that it would not be easy to come up with a set of Australian standards but surely the time is ripe, with the number of Australian manufacturers involved in the industry, to act.

I would like to propose that a committee be set up with representatives from the main associations and manufacturers to look at this problem. If it would help to get things moving I would be willing to convene such a meeting in Sydney with those interested.

Interested people could write to me at the below address.

*Bob Richardson,
19 Bradford Drive,
Bradfordville, 2580.*

See comment in AMRM NEWS — Editor.

Sir,

According to Mr B.Cooke's letter in the October AMRM I am a "Philistine" and an "Ocker".

It would appear that whilst in the remotes of Enmore he has lost contact with those significant scientific developments that have occurred in that other place which render his colour preferences for the 81 class locomotives quite inappropriate and archaic.

Whilst endeavouring to resist the temptation to use the infirming of the uniformed as a vehicle for giving vent to my own phobia about such ignorance, I am comforted by the knowledge that the more enlightened modellers amongst us will be aware of the scientific justification that exists for the "Frankenstein livery of the 81 Class" and its extension to the refurbishment of outmoded passenger cars.

*G. Mitchell,
Roseville, 2069.*

Sir,

I have over the years agreed to the, often very hard, stand AMRM has taken against inaccuracy (for the sake of inaccuracy) in a model and feel that I must in some way reply to Mr.Cook's letter in the October issue of Mailbag.

While not denying Mr.Cook the right of 'modellers license' in his hobby, I must take issue with what appears to be 'modelling hypocrisy'. In one simple paragraph Mr.Cook demands a "well produced detailed brass model" which is also "expensive" but then implies that he could not even consider painting it in what at present is its livery.

History will have it that the 81 class entered service in the 1982 livery and nothing else. To suggest that the model should be painted in the old livery (which one??) is no different than suggesting that models of the C38 should be painted in blue or ma-

roon or ever the diesel indian red/chrome livery. To suggest that the 81 should be painted anything but its correct livery is an indication to the manufacturers that we do not need 'highly detailed, accurate model' and there must be a chance of the return of very inaccurate models for the local market.

Whether or not we like the new livery, it is a fact of life. We can ignore it or even avoid it and the four letter freight wagon code by using 1980 as a cut off date, and we can also continue what most of us are already doing — putting these delightfully accurate and detailed (not to mention expensive) models back in the box and put them away for the future, the future that just seems to get further and further into the future.

*Andrew Roberts,
Canley Heights, 2166.*

Sir,

Following the October 1983 long weekend Sydney Model Railway Exhibition, which I thought to be only very average this year (not enough NSWGR layouts for the blatantly biased bigot), I spent a week's holiday touring the South West Slopes District of NSW, taking in Cowra, Young, Harden and Cootamundra.

Of particular interest to me was the need to evaluate the various railway locations in the area which could be suitable for adapting for the purpose of modelling a NSWGR prototypical scene as a modular layout.

Previously, I had decided that 'Binalong' and environs would be a good project to attempt because just about every engine on the NSWGR system ran through the locality and because the location appears to offer no difficulty in reproducing in model form the topography, loco watering facilities, refuge roads and station structure, as well as the immediate surrounds. However, I have often wondered why no-one, to my knowledge, in the hobby (that is, that I know of) has ever attempted constructing a layout based upon the Blayney to Harden Branchline as the theme.

To my mind, I found both Young and Cowra railway environs a bit complex for modelling, mainly because I don't feel skilled enough at this particular stage to attempt to do justice to the modelling of the historic brick station buildings at these localities. Perhaps my standards are too high, as such modelling would need to be precise to capture the identity of the place, remembering that the 'Menangle Layout' has set a very high example and standard for us 'purists' to follow. At Cowra I found the loco shed, 75ft turntable and the lattice iron bridge over the Lachlan River excellent subjects for modelling on a layout. The goods shed and level crossings at Young were also very interesting subjects, however, I still felt I wanted something a little easier for a 'first' effort, since deciding to pull some of my rollingstock out of storage from under Auntie Norma's floorboards.

After checking out the Grenfell branchline, I was rewarded for my efforts when I drove into the Mid Western village of Koorawatha for a roadhouse feed and a watering of the horse. I have been to Koorawatha many times before and for the first time I noticed that it would be a 'gem' of a place as a first attempt modelling possibility. The station building is an unique Victorian weatherboard and corrugated iron structure seated squarely on an island platform having embankment facades constructed from laterally placed road ties (sleepers). All this looks to be fairly easy to fabricate from materials commercially available or to scratch up from one's own resources. The station verandah posts are square wooden mouldings and the platform surface is both river sand topping with bitumen sections under the platform roof skillion (cover). The yard layout is straightforward, with goods, wool dump and run-around roads either side of the platform. Loco watering facilities have not as yet been dismantled and these exist at each end of the North-South run of the yard. The old type water tower, steel low-sided tank supported by wooden stilts or beams dominates the Southern (Young) end of the site, whilst the Northern end (Cowra) contains the later prefabricated storage tank mounted on steel stanchions or supports. Both these features could be easily modelled from photographs. There is also a junction for the Grenfell Branchline at the Southern end of the yard which would easily lend itself to use of fine code 55 scale track, with a long trestle bridge beyond as the branch sweeps away from Koorawatha towards Upingham (now no longer). If you like modelling silos, Koorawatha has it. The silos at the Northern end are straight-sided flat steel fabric, which would be easy to scale from plans available from the Grain Ele-

vators Board.

The nostalgia of the whole place was found to be very gripping; this included the old adjacent sandstone house which would easily be 100 years old and an old world two-storey pub with lace iron verandahs and weeping pepper trees out front.

If I never get to model Koorawatha myself, I would like to see someone have a go at it, particularly as an exhibition layout for display at some future time.

The locals, including the now retired Stationmaster, Mr Terry Quinlivan, whom I spoke to sometime ago, tell me that Koorawatha was host to many a NSWGR engine in the heydays of steam. Some of the classes of engine to be remembered were the Z12, Z14, Z16, Z19, Z22, Z23, Z24, Z25, Z29, C30T, C32, N(C34), occasionally the NN(C35) and C36. Some of this information was on an "I did hear tell" basis. Not forgetting that 'Kooraw' was well attended by the standard goods engines D50, D53 and D55, 'Katie's' 5595 and 5597 being in the area almost until the end of the steam era.

If you wanted to model 'Kooraw' in the era of the diesel, I have myself seen visits by the following classes — 422, 44, 45, 47 and 49, not forgetting the 48 class as the most common visitor. Besides noting the movement of Railmotors CPH 6, CPH 27 and CPH 38 (Creamy Kate), I also noted ANR loco 848 traverse from the Grenfell Branch en route to Cowra with a 'Wheaty' back in 1977. Other than the Garratt, D57 and C38, Koorawatha appears to have had many a class of loco pass through the confines of the platform.

I would like to hear from anyone through this column of the AMRM as to any other interesting history relating to Koorawatha, which could constitute useful background information which could lead to the possibility of doing a feature article on Koorawatha as a modelling project at some future date in this magazine. Does anyone know for sure if a Z29 or C32 class loco ever ventured out onto the Grenfell Branchline from Koorawatha back in the 30s or 40s, despite the fear or ruling by Per way that the ruling 8 chain curves on the branch might prove a problem for driving wheel flanges on anything bigger than a Z12, Z25 or C30T?

On the trip home to Sydney from the South West Slopes, I called in to Bowral to view the advertised Model Railway Exhibition put on by the Berrima District Model Railway Club in conjunction with the Tulip Festival. At first, I reluctantly paid my one dollar entrance fee expecting to see the usual 'kid's stuff', namely one or two pathetic layouts of junk modelling. But, was I in for a surprise!! It turned out to be one of the best exhibitions of NSWGR modelling that I have seen for a while. In fact, I enjoyed it far more than the Sydney Exhibition held the weekend before. Much to my liking, I saw just about every NSW brass model ever produced, well painted and running on about no less than six layouts, three of them being joined together, providing good distance operations. This Bowral exhibition was so good that next year, being a blatantly biased bigot, I am going to by-pass the Sydney Exhibition in favour of going to Bowral the following weekend. Truly a fine effort by the Berrima District Modeller's Club and their supporters. I hope to see everything and more again at Bowral next Tulip Festival weekend in October 1984, providing the Yanks and Russians don't fight it out before then.

Before terminating this literary effort, to those 'Haranguers' who harangued me unmercifully at the recent Sydney Exhibition about "Frankenstein 81 Class Liveries", I am glad to say that I stood up to be counted on this particular issue. Is there anyone out there who will support me?

B. Cooke,
Enmore, 2204.

Sir,

The question of gauge and scale for modelling Tasmanian Railways is a problem every modeller of Tasmanian Railways has to face. There is virtually no proprietary rollingstock available so scratchbuilding is the only way.

Looking at the various scales is the only way to decide:

HO $\frac{3}{4}$ (scale 3.5mm to 1')

Advant. — Figures and buildings are plentiful.

Disadvant. — 8 or 9mm spoked wheels (2'6") as used on all Tasmanian wagons and carriages pre-1965 are unavailable.

— 4'10" archbar bogies as used on all wagons pre-1965 are unavailable or very expensive.

— Locos and wagons are small size and difficult to fit motors into.

— HO $\frac{3}{4}$ Kadee couplers will not fit as all pre-1970 stock was buffered.

OO (scale 4mm to 1') on 16.5mm track

Advant. — Figures and buildings are plentiful.

— 10.5mm spoked wheels and Round House archbar bogies are cheaply available.

— Kadee No.6 or 16 couplers will fit.

— Some parts of kits can be used.

Disadvant. — The use of 16.5mm track gives a gauge of 4'3" or 9" overgauge.

Sn $\frac{3}{2}$ (scale 4.75mm to 1') on 16.5mm track

Advant. — One loco ex. NZ class WF is available (this loco ran between years 1939 to 1956 approx.).

— Spoked wheels available.

— Kadee couplers will fit.

Disadvant. — Very little available in figures and buildings.

As can be seen from the above, the most suitable scale is still OO or 4mm to 1'.

To my knowledge, no Tasmanian hobby shop stocks any HO $\frac{3}{4}$ or Sn $\frac{3}{2}$ rollingstock or parts.

All the Tasmanian modellers I have spoken to use scale 4mm to 1', although a couple are venturing into the American HO $\frac{3}{4}$ as a narrow gauge.

In the light of all this, it would be nice if the AMRM changed its policy and printed future plans in 4mm scale.

In the meantime, any person interested in 4mm to 1' Tasmanian Railways plans, please contact:

A.J. Parnell,
17 Outram St.
Launceston, 7250.

Sir,

I read your magazine avidly from cover to cover and enjoy it immensely. I have learnt quite a few things on modelling through the various articles. My layout (although in pieces awaiting a larger room) doesn't resemble anything in practice. All track is Hornby as is most of the rollingstock, so you see I am more interested in trains as a whole than actually portraying exact replicas.

Recently I read a very good book 'Full Steam Across the Mountains' and another 'Newnes Junction to Newnes Shale Railway'. Both books whetted my appetite greatly to learn more, particularly of the Western line west of Newnes Junction to Bathurst.

I would like to see some articles on tourist railways in this country as these are the last bastion of steam left to us. A recent visit to the Zig Zag Railway stirred the nostalgia in me greatly and, after all, these are the smoke belching locos we faithfully reproduce with loving care.

I would like to inform you also that the roundhouse which housed the mountain giants in Lithgow before their momentous climb is soon to be demolished, its new diesel and electric service sheds counterpart already built.

My visit to the Zig Zag showed they are ready to extend the railway from the top points to the top road (near the Bell Road) but funds are needed for a new access road. Model train enthusiasts would love the outing on the weekend and all money goes to the Zig Zag Railway. I loved it.

When you look at a layout it would be helpful if you gave an aerial photo with overall dimensions or alternatively a sketch with dimensions.

Whilst cutting wood recently in the original Newnes Junction area, I noticed a set of train wheels which are very old, possibly from the Commonwealth Railway's shale wagons.

The magazine is great, except for my couple of comments; nevertheless, I wouldn't miss it for anything.

I'm looking forward to seeing the exhibition at

HANDY HINTS

Berg's Suburban Station:

- An initial coat of a mix of Humbrol Tuscan Red with a dash of Rust and some Dark Brown should take away the bright red plastic look;
- Mix a well thinned mixture of Floquil Cement and a Medium Yellow. Wet brush then let this run freely along the mortar lines between the bricks. Wipe over with a cloth and you should have an effect of mortar lines found on this type of structure, plus a varied dirty effect on the brickwork. Some talcum powder dusted on while wet will help this;
- Apply corrugated roofing material, if desired.

Peter Mackenzie.

the RAS for the first time also.

K. Bowman,
Lithgow, 2790.

Sir,

I am writing in reference to some information which I wish to acquire. Having been a keen 'railway modeller' from knee-high to a grasshopper, and suddenly having my layout removed, I find myself in much despair.

But all is not lost, for at my new home there is quite a lot of unused land, giving me the perfect opportunity to expand into a new side of this wonderful pastime — 'live steam'.

The only thing I'm lacking is information, e.g. suppliers, where plans can be obtained, second hand models, books and other written information.

If any readers could help please contact me at the address below.

Mr H. Caddell,
152 Holdsworth Rd,
Bendigo, 3550.

Sir,

Some practical recommendations of standards and things in response to 'Which Way Now?', October 1983.

SCALE: 1:8 7, as it is the scale with the largest following worldwide; most Australian prototype models are produced in HO and therefore most Australian prototype modellers model in HO or vice versa.

LOADING GAUGE: Or clearances, if you prefer, would be more practical set at American (NMRA) limits rather than at Australian limits, enabling the use of 'near enough', American based, Australian stock.

RAIL: Code 70 looks infinitely superior to code 100 but is rather too fragile for the commercial/toy market. One suggests that as long as everything is code 70 compatible, junior can play on code 100 and later scale down to code 70 to join the 'modellers'.

WHEELS: RP25 — just read what Phil said again.

AXLES: With the extensive use of American bogies by Australian prototype modellers, I think it only sensible to accept the American bogie axle length.

With our British heritage and four and six wheel wagons, we also need a longer axle but two standard axle lengths should not be excessive under the circumstances. Needle point axles, and complementary axle boxes, are necessary for good running and to overcome/complement the weighting (to come!). POINTWORK: As Phil said, use American wheels, use American trackwork. Again, NMRA standards ... "Fighting for truth, justice and the NMRA way!"

BOGIES/BOGIE MOUNTS: As we use American bogies and, according to me, we should use Kadee couplers which the American bogies complement, again use the NMRA standards for mounts and bogies, with screw fixing.

COUPLERS: Unless someone comes up with a more scale, Kadee compatible, knuckle style, no contact (magnetic) operation coupler, I propose the Kadee coupler is not too expensive to be considered a practical choice. I wholly reject the X2F as impractical, tension-lock as gross and European horn-hook as a poor substitute for Kadees.

WEIGHT: With Kadee couplers and pin point axles, I too recommend the NMRA '1 ounce plus ½ ounces per inch length' formula. If you have room enough to say that is too heavy for your long trains, double head! The prototype has to! 2½ ounces is also the recommended minimum (by experience!)

Rowan Cole,
Hampton, 3188.

DID YOU KNOW?

That a 50-50 mixture of phosphoric acid and methylated spirits makes an excellent, non-corrosive soldering flux for most metals, including stainless steel. If the container is left open, particularly in hot weather, topping-up with "metho" will be needed, but don't drown it! If the joint is not cleaned off after soldering it may blacken where the flux has been, this may be removed and/or prevented by washing the joint with a damp rag or dabbing with a solution of baking soda in water. This stuff WILL NOT cause everything in sight to go rusty if you leave it on the bench with the lid off!!

Gordon Duncan

LINESIDE STRUCTURE – STORAGE SILOS FROM AVAILABLE MATERIALS

Easy to do – with every-day basic materials.

Lineside industries play an important part in the revenue earning capability of any railway. The fact that an industry is situated on a siding or has trackwork within its own grounds means that goods will arrive or leave by rail, or both – and from the point of view of the modeller, will generate vehicle movements. Here then is an easily constructed addition for a station yard or siding.

Materials Required

- 2 or more 1-litre milk cartons
- 1 piece of heavy card or 3-ply board
- Scraps of wire and cardboard
- Glue
- Paint
- Scale roofing (optional)
- Scale signs (optional)
- Other scale parts (optional)

Method

Take two or more cartons and glue together so that the sloping roofs adjoin. This is your basic silo structure. Cut card or board to suit as base, allowing the end-to-end

By Dave Moyle

measurements to be a bit oversize and the width to extend about 20mm extra. All dimensions are for HO scale, for which the milk cartons are suitable.

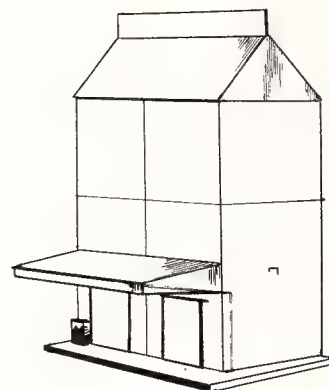
Cut verandah parts from cardboard and glue in place some 55mm above rail level (to allow for loco and van movements). Measure, cut and glue in place cardboard or scale galvanized iron roof and side fill-ins. Make up signboards to go along roof ridge. This completes the major work.

Now bands around the sides, downpipes, lightning guards, etc. can be fashioned from scraps of wire and fixed in place. Once glue is set, paint the structure silver (to represent aluminium) or red (to represent painted metal).

Cut out doors or hatches from cardboard and paint. Fix these in place, together with signs and any extra bits and pieces such as capstans, hose points or electrical apparatus.

Set in place on your layout. ■

Storage Silos (HO Scale)



When scaled out, a two-unit silo occupies about 400 square feet or about 75 square metres. It stands some 67 feet (20.5m) high, including the nameboard atop the roof ridge.

AMRM NEWS

Compiled by Bob Gallagher.

Well, at last an issue of AMRM at the normal time. Sorry about the long break between this and the last issue, but when a touring holiday, school holidays and the publication deadline of AMRM clash something had to give. This time it was AMRM. To all the advertisers who assisted in getting the 1983 issues out early a special thank you.

The break was well spent, touring this great country of ours and visiting the West. To all in Perth who opened their doors and extended the warm hospitality of the west a special thank you. Hopefully some evidence of this visit will appear soon in AMRM.

There is one very good aspect of being interested in railways and travelling from Sydney to Perth by road – the railway line follows a large percentage of the highways. So, naturally, train spotting was expected to be a feature of the trip. To accurately record these sightings the faithful camera was loaded with the best colour film and always kept on hand, despite the limitation of space in a touring motor vehicle.

I am not sure if anyone else has my luck with trains but in over 13000kms of driving only 6 were spotted. Not a bad average? This level of luck was 'rubbed in' by a proud five year old who, upon hearing the question "What's this coming?" (to the sight of a yellow dot in the distance), replied 'The Prospector'. Dad knew better for we had been on the road for an hour or so and the direction we had been travelling suggested that the line we had been following had to be a narrow gauge line – and everyone knows that the Prospector runs on the standard gauge. Well, no doubt by now you have all guessed it, the Prospector came charging through and dad had to climb back into the car with egg on face and the full knowledge that the younger generation were just starting to air their knowledge.

For those of you who like road touring, and are interested in seeing beautiful country the trip to Western Australia from the east can be recommended. The so called 'desert' was very attractive and very enjoyable. The WA countryside has many scenic wonders and Perth itself is very attractive, especially in spring. For the first time observer the Westrail narrow gauge system has many points of interest – large powerful diesels hauling either long block trains or a collection of short 'British' looking goods wagons. It is hard to explain why the modern Westrail system has not a large following in modelling circles.

Postal Rates.

No doubt everyone is aware that Australia Post increased their rates from October 3, 1983. Like most service organisations AMRM is very dependant on the Australian Postal System, and any increase in rates, increases operating expenses greatly. This recent increase is no exception. While we will endeavour to contain these new charges for as long as possible we have had to pass on the increase in the Back Issue Department. If you feel that the new letter rate of 30c is stiff, give us a thought when we buy our stamps. Each sheet, usually purchased three or four at a time, now costs \$3.00 more.

Where are you?

Would the principals of Hobbylec, Highland Hobbies, Kard Kits and Model Finishers please get in touch with the AMRM office – we may have a pleasant surprise for you.

Subscribers.

We are currently in the final stages of adding the AMRM subscription system onto our computer. Although we have taken many precautions there is always a chance that there may be a error or two. So, if you are a subscriber, and you become and error, please notify us immediately.

Subscribers affected by spelling errors on their address labels may also take the opportunity to have them corrected. A simple note will do.

Model Railway Club Listing.

Somewhere in this issue will be found the current listing of the model railway clubs, who want their presence known to the outside world. We are aware of many more clubs, but the onus of having them listed is upon the management of the individual club.

Next year, we anticipate, with the help of the Southern Cross Model Railway Association, to use the computer to maintain the club listing, giving various levels of privacy. For this reason we invite anyone who is in a model railway club that is not listed in this issue, to contact the Editor with the address of the club secretary so that we may be able to send a listing proformer.

More about Mainline

In the August issue of AMRM, Peter Eisenhut detailed his conversion of a Mainline model into a VR four wheeler. Phil Curnow has also used these Hong Kong made models for conversions. He has noticed that the chassis is being changed on current pro-

duction models so that, although it still has the same wheel base, the model sits higher when fitted with scale axles and wheels.

How can you tell them apart? The original chassis as used for these conversions had the brake shoes aligned with the axle boxes, whereas the newer and higher underframe has the brakeshoes aligned with the wheels. Also, the ground throw lever slopes inward on the newer style.

Incidentally, did you notice that the BP tanker No.19 shown in the photo had been fitted with two types of axle boxes? One has a rectangular lid but the other is circular.

Looking for a New Set of Pliers

Before you rush out and buy the new pliers from the local hardware store, ask to see the range of Sidchrome miniature pliers. There are six in the range and all are made of stainless steel and have distinctive red plastic handles. They retail for around \$6 each. I have found their side cutters are excellent for trimming handrail wire, etc. because the jaws are flat on one side.

Australian Standards.

There has, in recent issues of AMRM, been some comment for the need for a specific set of standards for the HO Australian modelling scene. The mantle has been taken up by Bob Richardson (see letter in Mailbag section) who is proposing the formation of a committee between the main associations and the manufacturers to get the 'ball rolling'.

AMRM will be supporting the venue and suggests that all manufacturers who have the Australian prototype model railway future at heart take an active interest, if not participate. Further details as they come to hand.

On this subject, the Comment in the last issue may have been misunderstood by some modellers. The objective of the summation was to suggest that only modellers/manufacturers who are involved in modelling Australian railways be allowed to participate in the formulation of the standards.

It is these modellers and manufacturers who will be involved in actively using the standards, so why should they not be involved in the preparation of the standards.

Its all in the paint job.

How often have you seen a very good model that has been spoilt by the paint job? On the other hand how many models have got that nod in a tight finish

Continued on Page 55.



The Pichi Richi Railway Preservation Society operates two ex-WAGR W class engines. In January 1976 W933 shunted their ex-Commonwealth Railways water tank at Quorn.

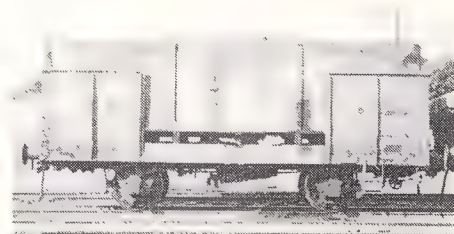
A SELECTION OF WATER TANKS

by Phil Curnow

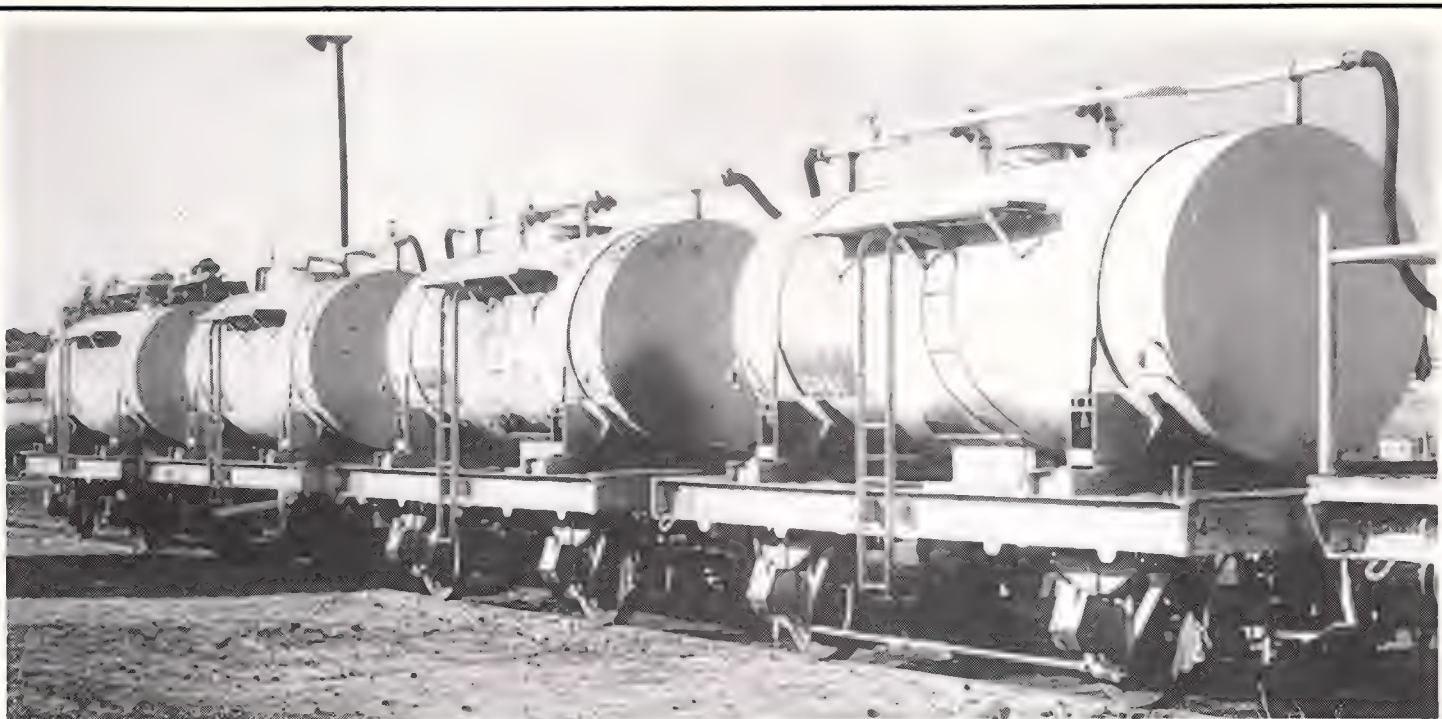


ABOVE: A familiar sight on the SAR's Peterborough Division were these six wheeled tanks. In the 1970s some were transferred to Port Lincoln where Bob Burton found 6540.

BELOW: These are VR tanks at Newport in March 1977. The nearest appears to have had a longer wheelbase underframe fitted than was usual.



NSWGR operated a group of rectangular tanks mounted in K class open wagons.



NSWGR used a half round tank on both four wheel and bogie underframes or a rectangular tank mounted in a four wheel open wagon (May/June 1977). Colour was the usual grey/black.

VR favoured a rectangular tank with rounded top corners AMRM March/April 1978) but also had cylindrical tanks which were sometimes fitted inside four wheel open wagons. Colour preferred was the standard red-dish-brown. QR used a rectangular tank on a four wheel chassis as shown in AMRM July 1978. With regard to BHP's Iron Knob - Whyalla ore line, David Griffiths showed the development of their tanks from a wooden box held together with rodding to an elliptical tank on a four wheel chassis and later on to a large capacity cylindrical tank mounted on a bogie underframe (AMRM November 1981).

CR inherited some SAR designs when it took over the old narrow gauge line to Oodnadatta and built more of similar designs. One of these four wheelers has been preserved by the Pichi Richi Railway at Quorn. It is a rectangular tank with rounded edges and was built new in 1926 and is now coded NTSA. An extended version was used for bogie underframes. In more recent times, an elliptical design and a cylindrical design have both been used.

The SAR had quite a variety of four wheel tanks on both broad and narrow gauges. A selection of photos along with some brief notes on history and usage are included here. An article on how to kitbash a rectangular water tank will be presented in the next issue or so.

No, this is not the narrow gauge answer to America's Tank Train. These four tanks have been hose connected together to operate with the poison spray car on the SAR's Port Lincoln Division which is narrow gauge.



ABOVE: The NSWGR had both four wheel and bogie versions of this tank shape. The photo was taken during a tour to Tumbarumba in April 1974.

This is the bogie version of the CR four wheeled tank. NTB 352 was photographed at Alice Springs in 1970 by Hugh Williams. The filler hatch is offset toward the B end. Two small domed air vents can also be seen.



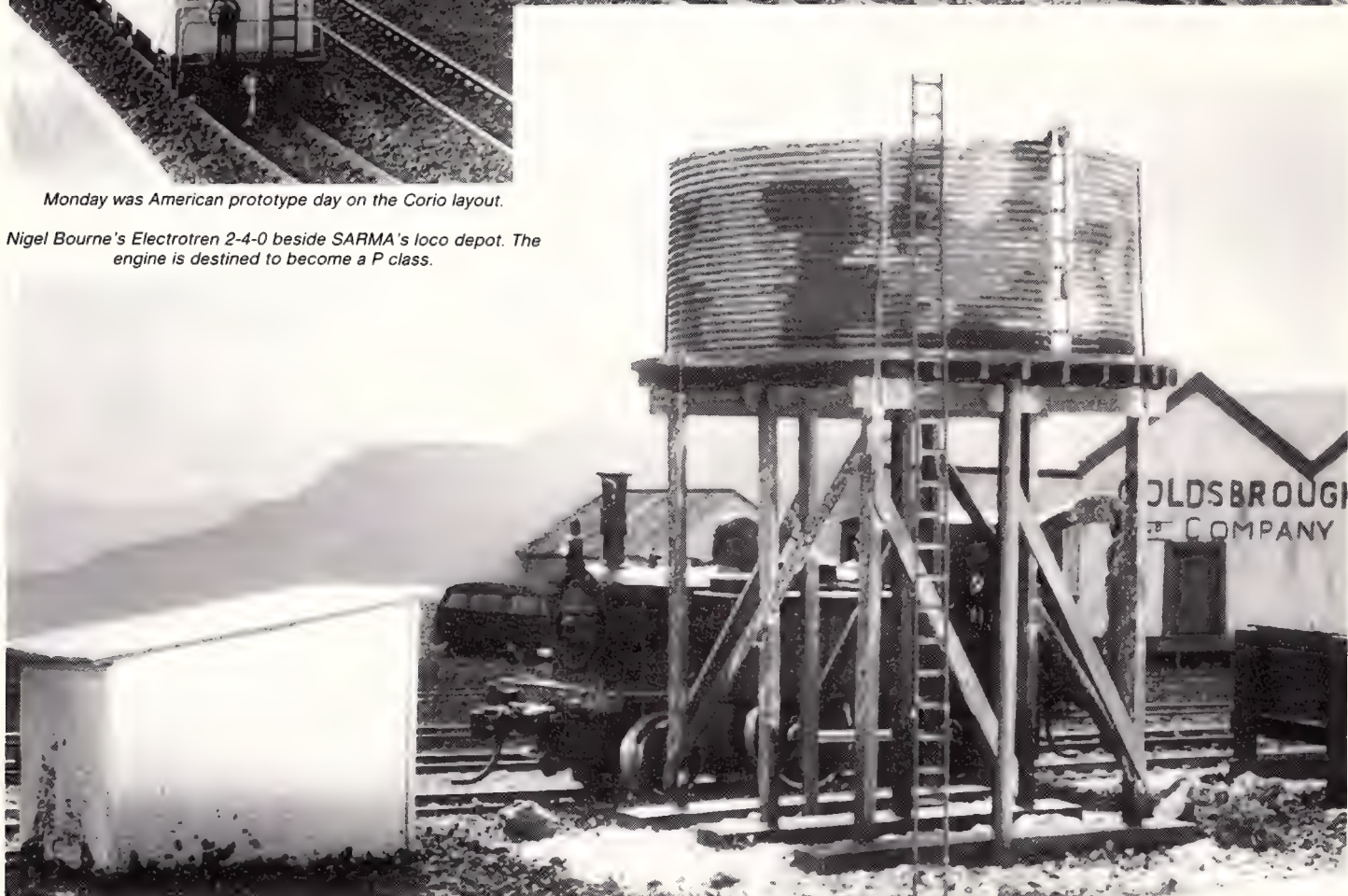


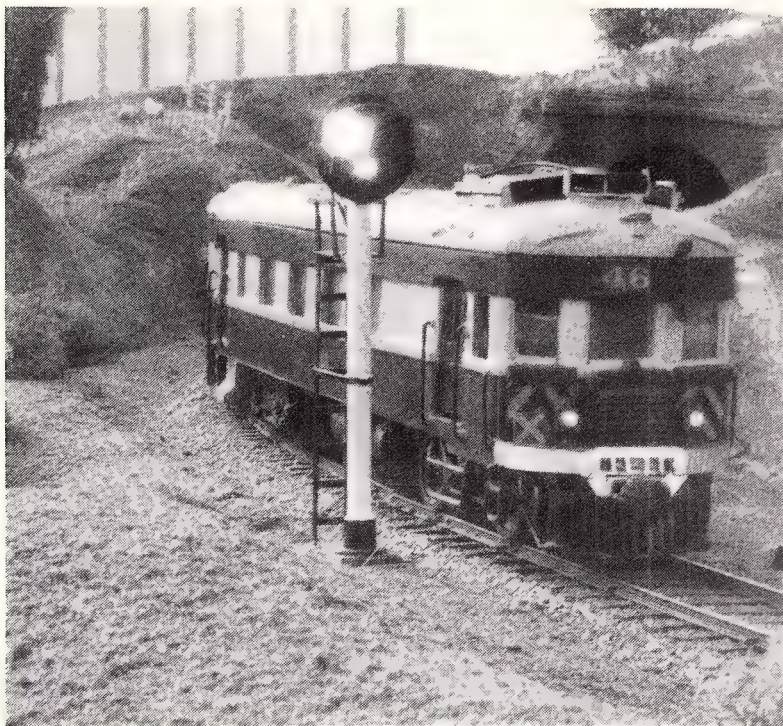
The Marklin layout of the German National Tourist Bureau before the day's first train begins to roll.



Monday was American prototype day on the Corio layout.

Nigel Bourne's Electrotren 2-4-0 beside SARMA's loco depot. The engine is destined to become a P class.





Two scenes on Don Moyses' Aldinga Central represent his two favourite prototypes — South Australian and New York Central.

EXHIBITION REPORT

ADELAIDE'S 1983 MODEL RAILWAY EXHIBITION

Notes by Phil Curnow.

Photographed by Murray Billett

Using available light without flash.

The exhibition held over the October long weekend was the second by the organising team of Trevor Searle and Ian Wilson and proved a credit to both of them. The first was held eighteen months prior at Alden Manor Restaurant, Glenelg and advertised 'more than 10 operating layouts'. This year it was 'more than thirty operating layouts' and for the next . . . ?

The success of the show is no doubt due to the combination of talents of Lionel collector Trevor (Manager of American Express in Adelaide) and vintage car fanatic Ian (a local TV identity) who happened to be next door neighbours. Their management and public relations experience produced one of the smoothest running exhibitions I have heard of. The more than 20,000 crowd and proceeds of about \$10,000 to charities including the Channel 10 Childrens Medical Research Foundation was a just reward for their efforts. If you ever doubt the drawing power of TV then I suggest you stand for several days at a stand in a show such as this and talk to people. My personal observations is that only about 30% of them knew much about trains, the rest being

drawn by the adverts and their own curiosity.

Alden Manor had proved too small so this year it was held at the Regency Park Centre for the Young Disabled yet that also filled with 100 metre long queues on several occasions.

The foyer was the domain for the Marklin Model Railway Club with seven layouts. Scale ranged from Z scale through HO to Gauge 1. John Simon's 'Schontal' was representative of a village in a European mountain setting and featured standard and narrow gauges. The layout judged 'most popular' by the children was the fully enclosed Gauge 1 layout by Marklin Distributors.

Nearby was Martin Ireland's HO $\frac{1}{2}$ layout with plenty of twisting track and a multitude of tunnel mouths. It was an excellent example of the disappearing mouse type of layout which intrigues young and old alike. You expect it to appear in one hole but it pops out somewhere else. A small display of Hornby Dublo three rail was alongside . . . a reminder of how many of us began in this hobby.

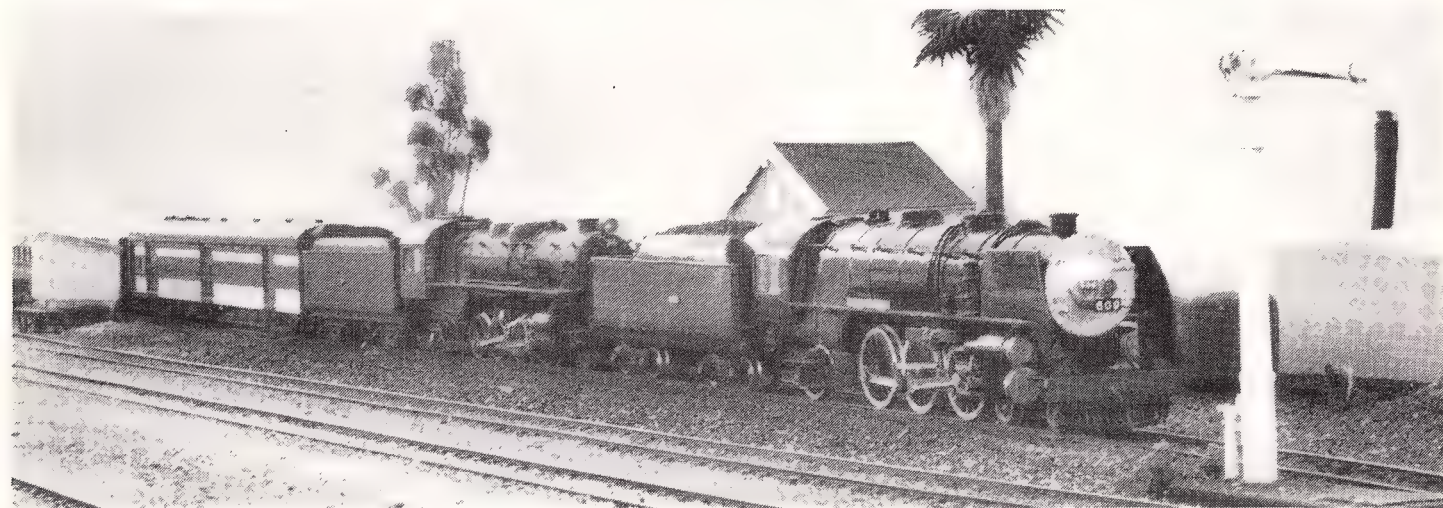
Visitors now had a choice. They could either enter the self contained cinema for a forty five minute film or proceed to the main display area. On the way they passed Bill Edmond's tramway layout which used a Silicon Control Systems power supply with receivers in each tram instead of the more usual

block wiring. Alongside was the ARHS bookstand.

Now the visitors entered the main display area and to the right was Graham's Corner, a shop display which included a layout built by thirteen year old son Paul Newlands. Other displays included a trading table organised by John Burgess (an iron horse trader if there ever was one), the Mile End Railway Museum display of memorabilia, several small layouts and a model truck display. Prior to the Show many modellers queried the inclusion of the large scale trucks in a railway show. However the workmanship evident in the kitbashed and modified vehicles plus the paint finish proved them all worthy entrants because they are using many similar techniques. Most popular display in this area with the children was the five inch gauge, battery driven model of a British Rail 0-6-0 shunter which pulled a trailer for the children to ride. Allan Lewis, resplendent in an old SAR uniform acted as driver.

In the main hall was the 'best commercial display' prepared by The Model Trading Post and displays by AMRM, Locomotion, Southern Models and Hobby World. The layouts on display were of three scales and each had a distinctive feature.

The S.A. Railway Modellers Association had stripped the scenery off its old layout, inserted a ten foot straight then detailed the area in a South Aus-



Graham Nixon's 609 and Gary Brooks' 710 head a passenger train on the SARMA exhibition.

tralian style. Older viewers recognised the Goldsbrough Mort sign on a shed while younger viewers were very keen on the AN green 930s repainted from Lima. Graham Cock displayed an N scale figure eight layout with rollingstock repainted to local prototypes. Alongside was a TV screen and computer which simulated the movement of the train around the layout. Direct sunlight upset the sensors during the first hour of each day but after that the layout worked almost flawlessly.

The layout judged 'Best in Show' was a nine part modular layout by The N Scale Group which had several dioramas blended together very well. Among the features were a coal mine, dock area, country station and a slate mine. Even so the eye catcher was a Kato model of the French TGV which travelled around the layout at a scale speed of more than 400kph as calculated by Graham's computer. Other trains were run at slower speeds so that the 'mossie' ran four or five laps to their one.

The E Z and Kwick was an N scale layout built on the back of a household door. Aldinga Junction contained several sections of Don Moyes' home layout and at various time operated with either local or New York Central rollingstock.

The largest private layout was entered by Stan Filsell. To last year's plain two track oval with shunting yard facing the public he added a single spiral around a hill. A block coal train of four engines, thirty two BCH style hoppers and brake van was just long enough for the guard to shake hands with the driver. Originally intended as an occasional feature this train had to run almost continuously for the tree days. It had no derailments and only occasional coupler trouble due to Stan's good trackwork and the hoppers being evenly weighted and the Roundhouse wheels being correctly gauged.

The Hornby Collectors Association placed sheets of thick chipboard over trestle tables, covered it with an imitation lawn material then laid their track down. An hour after arrival their trains were running. On display was an excellent variety of prewar Hornby and Bassett Lowke electric models plus old boxed sets etc. This display won the 'best historical layout'.

In the centre of the hall was the large layout operated by the Corio Model Railway club from Geelong in Victoria. Essentially a three track oval with good scenic effects it included a station and shunting yard on one side while a loco depot and a river spanned by three suspension bridges was on the other side. It is built to be viewed from all sides and angles. On Saturday it featured English equipment, Sunday was Australian day while Northern Pacific seemed everywhere on Monday. Quite a good way to provide interest for the operators yet satisfy the interest groups within the club. Bob Gascocke ran some NSW prototype equipment on a small tabletop layout nearby with few problems if any.

Trevor Searle tried several new ideas at this Show which are worth developing. He adopted an English idea and arranged a 'Premier Evening' for the Saturday night. Tickets were presold though hobby shops and other exhibitors to a maximum of 500 and the session was not included in the regular advertising. This meant that genuinely interested modellers could attend and see the displays at their peak without hordes of screaming kids, etc. The judging of the various displays was also performed at this time and also filming for proposed video displays.

The three judges were chosen from the local business community and were asked to judge according to their speciality. A judge chosen from a

large retail store looked for presentation, another looked for craftsmanship and another for realism. They were not named and so avoided any claims of bias and miraculously made judgements that were accepted without complaint.

The awards were presented at a social night held on Sunday. The Chairman of Australian National presented the major awards of an ex SAR stainless steel water decanter from the older passenger cars. The organiser of each display was also presented with an aluminium plaque bearing the advertising logo used for this Show.

Judging by the applause the most popular awards were to Trevor Searle and to Allan Lewis for their untiring efforts. Allan has been a tireless worker and at short notice appeared on TV and was interviewed in the press as part of the advertising build up. He was responsible for five displays and shared supervision of the 'bus bay' area. Well deserved praise.

After any exhibition there are suggested improvements and probably the most necessary would be for crowd control when well known TV star Fat Cat arrives and decides to wander through the display area. Pandemonium.

The next show is tentatively set for October 1985 at a venue to be decided. This will be just prior to the State's Jubilee celebrations and should attract an even better range of exhibits. If you propose entering a display I suggest you write direct to Trevor Searle to register your interest. His address is 42 Swaine Avenue, Rose Park, 5067. ■

SRA MISCELLANY — 7

Second World War Special Military Trains

by Paul Rogers.

Throughout the period May 1942 — July 1942, a pair of special military trains were held in readiness for use by the Allied commanders in the Southwest Pacific region. Special Military Train No.1 consisted of automobile cars BKO 705, BKO 898 and BKO 2041, passenger brake van VHO 1870, sleeping cars TAM 1885, TAM 1886, TAM 1889 and TAM 1930, dining car AB 92, second class car FS 2102 (staff car) and special service vehicles (2nd) AAH 8 and PAM 11; these last two carriages being nominally the Commissioner's Officers Car and the Premier's car respectively.

The second train, known naturally enough as Special Military Train No.2, was of a more basic composition; some of its consist suggesting that perhaps it was intended as an emergency set. The rake comprised automobile car BKO 877, full brakes VHO 1803, VHO 1808 and VHO 1871, Pullman sleepers AF 23 and AF 27, dining car AB 91, Pullman sleeper AD 1007, and sleeping car TAM 1891.

Allied activities in the Coral Sea and at Midway apparently removed the need for these trains, as the sets were quickly disbanded. All vehicles then became available for normal traffic, although dining car AB 91 replaced AB 41 in Ambulance Train No.2 during April 1943,

and served in that capacity until March 1945; while sister AB 92 took over from AB 90 in Ambulance Train No.1 during February 1944, being declared fit for orthodox purposes by January 1947.

Models.

As mentioned in the notes concerning ambulance trains published some years ago in AMRM, the TAM cars during the early 1940s were crown lighted vehicles. The Lima reproduction would be quite suitable, as would the TAM replica included within the MRC Models range.

The FS car has also been commercially modelled, by both MRC Models and Australian Transport Models. The VHO van was once produced by Workshop 5, and, once again, MRC Models comes to the rescue with a currently marketed unit.

The other vehicles in the two special military trains, code AAH, AD, AF, BKO and PAM, would need to be scratch built, although certain components for some of these vehicles are obtainable. The BKO wagons, incidentally,

will be included in a forthcoming series of drawings and essays on NSWGR carriage trucks.

Acknowledgements.

The text of this article was prepared from information culled from a number of sources. Data was most kindly supplied by the State Rail Authority of New South Wales, and I would like to express individual appreciation to Messrs John Forsyth and Ross Willson for their help. ■

Previous articles in this series were:

- November/December 1977 — Rolling the Blues.
- January/February 1978 — The Vanished and the Vanquished.
- May/June 1979 — Second World War Ambulance Trains.
- July/August 1979 — N.S.W.G.R. Four-wheeled Goods Brake Vans circa 1935.
- November/December 1979 — N.S.W.G.R. Bogie Goods Brake Vans circa 1935.
- July/August 1980 — PTC 'RACE' Containers.

N.B. The list of 'RACE' containers given on page 48 of the July/August 1980 magazine should be amended in the following manner:

- GC class containers number 500 units and carry serials 4200 — 4699 inclusive.
- D class containers (I.S.O.Type) number 50 units and carry serials 4900 — 4949 inclusive. ■

LIMA 8300 NSWRA BRAKEVAN

For anyone short on NSWRA brakevans and who are not rivet counters, try this.

Take one Lima 8300 and, whilst nursing it, gently remove the detail from each end with an Exacto type blade.

Apply a light coat of Floquil Rock Island Maroon (matches body beautifully) to the ends. Paint the roof Silver. Put aside for 24 hours.

With Yellow lining tape or decal whip right around the bottom edge. Then two lines across each end at light height approximately 1½ cm

apart. Add an L7 logo to each side.

Hook it onto the number two end of a freight with a 44 up front and smile.

For anyone wishing to go in a bit deeper, have a look at the NSW NVKF brakevans and similar to inspire oneself to come up with some good brakevans from the 8300.

This will now fire up information for a project in a later issue of AMRM.

Frank Gogarty

DIORAMA CONTEST

In conjunction with the Australia Day Model Railway Exhibition in January 1984, the Epping Model Railway Club is organising an open competition for model dioramas, on a railway subject. The diorama may be any scale, gauge or prototype with a maximum size of 1200mm by 600mm. For further details contact Doug Blunden on (02) 86 3432.

SYDNEY — 1983

Text and Photos by Bob Gallagher.

Labour Day weekend in Sydney saw the now annual pilgrimage to the Royal Agricultural Society Showgrounds for the Sydney Model Railway Exhibition, presented by the New South Wales Branch of the Australian Model Railway Association. October, for many years has been the highlight in the Sydney model railway calendar and 1983 was no different. 52 exhibits took part, Graham and June Larmour once again organised, and many new items were released.

On show at the exhibition was a representation of many facets of model railways in Sydney. Australian, British, American and European prototype layouts, 1, O, OO, HO and N scale were all on display.

Highlights included the appearance of Kingfield, Twinlakes and Maine Branchline, Rio Grande Miniland (both HO_N2½ scale), Mallee Creek — a new Aussie style layout, Hawkesbury by AMRA and Somersetshire Midland. Modelling techniques were displayed by Chris Agland, scenery clinics by AMRA & SCMRA and a display of super glues by Technical Adhesives Pty Ltd.

The trade was widely represented by 15 stands. The activity by the suppliers of Australiana was dead, apart from the effort by Casula Hobbies, who presented a cash and carry stand, with most of their goods on display.

The exhibition once again was used to release some new models, although the once expected exhibition rush did not eventuate due to the lack of exhibition 'specials'. Thanks to Casula Hobbies, local prototype modellers had the opportunity to observe, some for the first time, many new models. Included were both styles of Lima's XPT, pilot models of the Railscale early NSW coaches, Main West Models EHO passenger van and JHG guards van kits, Rails North Models RUB cars, Camco's HGM/HGX and Trax's Z12 rerun with Baldwin tender and cow catcher. Casula Hobbies also took the opportunity to release some new wheels and a plan to motorise the Prototype C30 class 4-6-4 tank locomotive kit, as well as some new contributions from Stephen Johnson Models.

From SJM a revamped CPH railmotor kit was on display along with a finished model of their 400 class railmotor. A talking point was a part finished model of a 47 class diesel — a combination of epoxy castings and etched brass. To power the 47 a locally produced mechanism was on display. This mech is being promoted by Joe Calliaperi of Casula and will no doubt be an excellent contribution in the growth of Australian models.

Also on show at the exhibition, on the Warrimoo Model Railway Club layout was the pilot model of SJM's Silver City Comet. The model looked superb no doubt enhanced by the dull silver finish which was applied by Bob Bradfield.

For the regular enthusiast the exhibition has become a ritual. Some of the regulars claim that this one was not as good as usual. It may not have been but the opportunity of seeing old (and not so old) faces, chatting with the personalities and simply enjoying the excitement of Australia's biggest exhibition was reason enough alone to attend, and reason enough for the exhibition to continue.

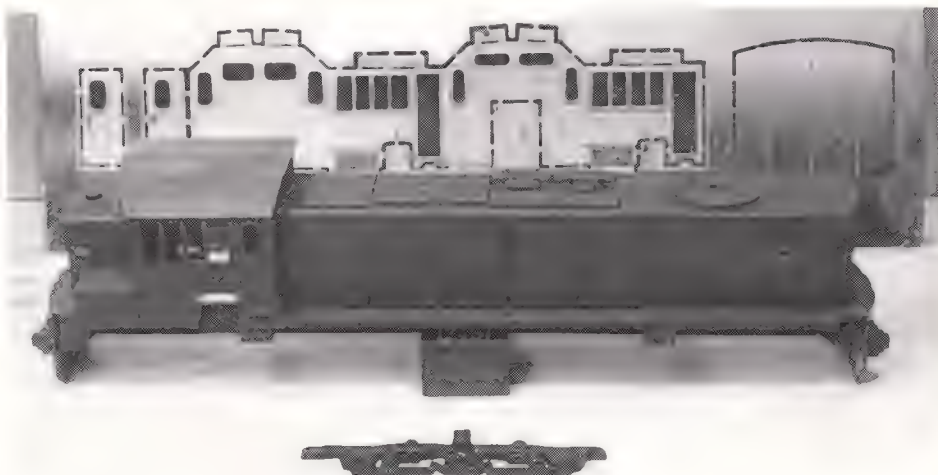
Bob Gallagher.



The station scene on the highly detailed Kingfield, Twinlakes & Maine Branchline layout. Constant viewing of this HO_N2½ layout reveals more and more detail.



A sweeping bend on Mallee Creek, presented by Peter Moses and R. Donaghy. This detailed layout featured many NSW trains, including a couple of engines in the latest 'Candy Stripe' livery.



The NSW 47 class kit which raised a few eyebrows. This project illustrates the advancement of the local industry. Epoxy castings, brass etchings and all planned to be powered by an Australian built mechanism.



The above two photographs illustrate the pilot models of the SJM Silver City Comet — powered at the exhibition by a Spud unit. On the left is the power car, while a trailer is on the right. All photographs by Bob Gallagher.

MODEL RAILWAY CLUBS in AUSTRALIA

Listed below are the Model Railway clubs active in Australia and seeking new members.

Intending new members should contact the club secretary for further details.

Clubs seeking listing within this column (which will be published yearly in the December issue) should send relevant details to 'Club Listing', SCR Publications, PO Box 235, Matraville, 2036. To ensure details are current, listings will only be accepted between June 1 and the deadline of October 1, 1984.

NATIONAL ASSOCIATIONS

Australian Model Railway Association. Federal Secretary Norm Read, 3 Augusta St., Strathfield, 2135 Active branches in N.S.W., Victoria, Queensland and Western Australia. A bi-monthly magazine is produced along with standards and other information to help the beginner.

British Railway Modellers of Australia. Contact David Mitchell, 4 Thompson St., Garran, 2615 A quarterly magazine is produced enabling contact with other modellers in your district.

Hornby Railway Collectors Association of Australia. Secretary Geof Taylor, 2 Yelverton St., Sydenham, 2044 Active branches in Qld., S.A., Tas., Vic. and N.S.W. Monthly meetings held in each state. A quarterly magazine is produced. Specialty — Primarily Hornby O gauge and Hornby Dublo 2 and 3 rail. Other makes of vintage trains welcome.

Southern Cross Model Railway Association. Secretary Trevor Moore, PO Box 317, Epping, 2121 Active branches in N.S.W., Victoria and Queensland. A bi-monthly magazine (Australian Model Railway Magazine) is produced, along with standards and recommended practices to assist all modellers of all prototype

AUSTRALIAN CAPITAL TERRITORY

A.C.T. Model Railway Society Inc. Meetings at A.R.H.S. Museum Site, Cunningham St., Kingston on the 2nd Wednesday and 4th Thursday of month at 8pm. Secretary Mike Gellard, PO Box 123, Kingston, 2604 Specialty — HO, OO, N & HOe, American, Continental and British prototypes

NEW SOUTH WALES

Australian Model Railway Association, N.S.W. Branch. Meetings 1st & 3rd Saturdays (2pm-5.30pm) and 2nd & 4th Fridays (7.30pm-11pm) at the clubrooms, Chapel Lane, Rockdale (Ph.02 591899) Secretary Bruce Norton, PO Box 194, Rockdale 2216 Ph.02 7997924 AH Specialty — all scales and prototypes

Berrima District Model Railway Club. Meetings 2nd & 4th Fridays Secretary Bill Otley, 72 Merrigang St., Bowral 2576 Ph. 048 613384 AH Specialty — Mainly NSW but all welcome

Campbelltown Model Railway Club. Meetings most Friday nights 7pm at 3 Valley Rd., Campbelltown. Secretary Kevin Higgins, Ph (046) 25 5697 Specialising in N scale

Central West Railway Modeller's Association. Meetings Fridays (7.30pm) at clubrooms above TAB in William St., Bathurst Secretary Geoffrey Keep, PO Box 316, Bathurst 2795 Ph 063 31 1088 Specialty — HO operating layout, any prototype welcome. N scale layout under construction

Dubbo Model Railway Club. Meetings Tuesday nights Secretary Jack Grant, 36 Sturt Circle, Dubbo 2830 Ph 068 821341 Specialty — Australian prototype HO and N

Epping Model Railway Club (S.C.M.R.A.). Meetings at 8pm on Friday evenings (2 a month) in the Epping area Secretary David Smith, PO Box 317, Epping 2121. Ph 02 865626 Specialty — club layout, HO scale NSW prototype but other scales and prototypes welcome

Goulburn & District Model Railway Club. Meetings every Friday night at police Citizens Boys Club, Avoca St., Goulburn, 2580 Secretary Nadene Hannaford, 40 Sloane St., Goulburn, 2580 Ph 048 21 4811

Illawarra Model Railway Association. Meetings held Mondays at 7.30pm at Police Citizens boys Club Wollongong. Secretary Denis Gilmore, 13 Manuya Ave., Wollongong, 2530

Lake Macquarie Live Steam Locomotive Co-Operative Society. Meetings held 2nd Friday night of month at clubrooms off end of Velinda St., Edgeworth, 2285 Secretary Box 40 PO, Edgeworth, 2285 Specialty — Live steam

LGB Club of Australia. Monthly meetings at members homes Secretary Colin Everett, 54 Somerville Rd., Hornsby Heights 2077 Specialty — LGB

Newcastle 'N' Gauge Model Railway Club. Meetings first Monday of the month (7.30pm) at Uniting Church Hall at Cardiff (Newcastle) Secretary Geoff Horne, Box 317 PO, Cardiff, 2285 Specialty — catering for N.S.W. SRA prototype

North Shore Railway Modellers Association. Monthly meetings held at members homes Secretary Graeme Lewis, Ph 02 913 8377 Specialty — All scales and prototypes Annual exhibition

Oxley Model Railway Club. Meetings 2nd Tuesday of each month at members homes Secretary David Hunt, Tamworth Hobbies, K-Mart Plaza, Tamworth, 2340 Ph 067 66 4658 Specialty — Operating HO NSW prototype layout under construction

Prospect Model Railway Club. Meetings at 'The Jam Factory', Roper St., Colyton, 2760 on the 2nd & 4th Saturday evenings and alternate Friday evenings (8pm) Secretary PO Box 357, St Marys, 2760 Specialty — Constructing large HO & HOOn3 layout, mainly U.S. prototype

Riverina Train Masters. Meetings held 2nd Friday in month. Contact A.H. Robinson, Box 63 PO, Junee, 2663 Specialty — Informal club for all lovers of trains

Southern Cross Model Railway Association, Eastern Division. Meetings on 2nd Saturdays of month at members homes Vice President Trevor Moore, PO Box 317, Epping 2121 Ph 02 863522 Specialty — All scales and prototypes welcome

South West Rail Group. Meetings held Saturday evenings Contact James McInerney, Ph 02 747 5894 Specialty — Mainly N.S.W. G.R.

Sydney Model Railway Society. Meetings every Monday 7.30pm at Arncliffe Railway Station clubrooms Secretary Dennis Shering, 02 579 4664 Specialty — HO scale Australian layout

The Sydney N Gauge Model Railway Club. Meetings held 2nd & 4th Saturdays at Drummoyn Secretary Gerry Hopkins Box 4 PO, St Leonards, 2065 Ph 02 450 1033 Specialty — N scale, all prototypes

Wolgan Valley Railway Group. Meetings first Tuesday of month at A.M.R.A. Clubrooms, Chapel Lane, Rockdale Secretary Ray Whitfield, 18 Meluca Cres., Hornsby Heights, 2077. Ph 02 476 1011 Specialty — HO modelling of the Wolgan Valley Railway

Warrimoo Model Railway Club. Meetings every Saturday night (except last Saturday of month) at 7.30pm Secretary Richard Merchant, 2 Waratah Road Warrimoo, 2775 Ph 047 536020 Specialty — N.S.W. prototype and timetable operation

Wollongong Model Railway Club. Meetings every Wednesday evenings (8pm) Secretary Lyndon Spence, 53 Springfield Ave., Figtree 2525 Ph 042 715386 Specialty — Large HO scale layout, Australian and American prototype

NORTHERN TERRITORY

Groote Eylandt Model & Miniature Engineering Club. Meetings every Tuesday night (8pm) and Sunday afternoon (1pm) at the Fourie Hill clubrooms President Don Craggs, PO Box 647, Alyangula, Groote Eylandt, 5798 Ph 089 87 1011 Specialty — layout in clubroom, HO Australian, HO Continental, OO British and N American

QUEENSLAND

Australian Model Railway Association, Queensland Branch. Meetings at the old Refreshments Room, South Brisbane Station, 2nd & 4th Thursdays (7.30pm) and 3rd Saturdays (1.30pm) of each month Secretary B. Mawson, 8 Woburn St., Woodridge 4114. Ph 07 209 2027 Specialty — All welcome

Mackay and District Model Railway Club. Meetings 4th Tuesday of each month (7.30pm) Secretary David Puckering, 12 Stockbridge St., Mackay, 4740 Ph 079 57 6218 Specialty — Building a HO scale layout but all scales welcome

Rockhampton Model Railway Association. Meetings at Room 2 Walter Reid Cultural Centre, cnr Derby and East St., Rockhampton 4700 Secretary Graham Merritt, 9 Duffy St., North Rockhampton 4701 Specialty — HO, OO & N scale layouts

Southern Cross Model Railway Association, Sunshine Division. Meetings on 2nd Saturday afternoon of month at members homes Vice President Max Chaseling, 10 Merlin Tce., Kenmore 4069 Ph 07 3784462 Specialty — All welcome

Southside N Scale Club. 1st Friday of month at 7.30pm Secretary Eddie Stavleu, 4 Samanthia St., Wynnum, 4178 Ph 07 396 8662 Specialty — N scale

The All Gauge Model Railway Club. Meetings on Friday evenings at the clubrooms, 51 Whitworth St., Cannon Hill Secretary D. Cossart, 20 Barton Pde., Balmoral, 4171 Ph 07 399 7444 Specialty — Club has HO, N and Z scale layouts Membership limited but visitors welcome

Toowoomba N-Trak Group. Meetings 1st Saturday of month at 9am at Hobbys Galore, 4305 St., Toowoomba Contact Graham Ziser, 311 Hume St., Toowoomba, 4350 Ph 076 35 2619 Specialty — N-Trak

Townsville Model Railway Club. Meetings each Monday (except 1st Monday) at 67A Rose St., Belgian Gardens Secretary Stuart Anderson, Box 489 PO, Hermit Park, 4812

Union Pacific Model Railway Club. Meetings held in the Holland Park clubroom every Tuesday night at 7.30pm Secretary A. Wilson, 9 Douglas Rd., Rocklea 4106 Ph 07 277 7225 Specialty — HO scale to NMRA standard Visitors welcome but contact Secretary first

SOUTH AUSTRALIA

Adelaide Model Railway Society. Meetings 3rd Wednesday at Mt. Lofty Railway Station at 8pm Secretary R.M. Juttner, 7 Gannet Ave., Glenelg, 5052 Ph 08 278 3782 Specialty — HO layout with HOOn3 division

Blue Lake Model Railway Club. Meetings held on alternate Mondays in Art Display Car on Australian National land adjacent Wehl St., crossing Secretary A.W. Balnaves, Box 166 PO, Penola, 5277 Ph 087 37 2239 Specialty — HO layout under construction

South Australian Railway Modellers Association Inc. Meetings held every Wednesday night of the month at the clubrooms on Australian National land at Mile End Secretary W.H. Lewis, PO Box 1783, GPO Adelaide 5001 Ph 08 3824998 Specialty — HO predominantly South Australian

TASMANIA

Launceston Model Railway Club. Meetings last Thursday of month at 7.30pm Secretary A.J. Parnell, 17 Outram St., Launceston, 7250, Ph 003 31 6940 Specialty — T.G.R. in 4mm foot scale

VICTORIA

Australian Model Railway Association, Victorian Branch. Meetings on Thursdays nights (7.30pm) and Sundays (2pm) at the clubrooms, 92 Wills St., Glen Iris, Ph 03 25 7034 Secretary John Harry, 68 Lahona Ave., Bentleigh East, 3165 Ph 03 574406 Specialty — All scales and prototypes welcome

Ballarat & District Model Railway Club. Meetings 2nd Wednesday of month (7.30pm) at clubrooms, Sebastopol Community Centre, Yarrowee St., Sebastopol Secretary Ron Woods, Ph 053 31 3277 or 053 34 1762 AH Specialty — Club layouts HO and N scales

Bayside Model Railway Club. Meetings the last Wednesday of month at 8pm Secretary John Roberts, 24 Iluka Ave., Ascendale, 3195, Ph 03 580 2886 Specialty — Working on OO scale layout

Bendigo Model Railroaders. Meetings last Thursday of month at clubrooms, 15 Wills St., Bendigo Secretary W. Hoare, Ph 054 478369 Specialty — Annual exhibition

Corio Model Railway Club. Meetings every Wednesday (7.30pm) at clubrooms, Bakers Oval, Geelong West Secretary Geoff Evans, 25 Matlock St., Herne Hill, 3218 Ph 052 78 3881 Specialty — All scales but mainly HO scale

Croydon Model Railway Club. Meetings various nights at Clubrooms, Railway Cres., Croydon Secretary Graeme Pendlebury, 37 Harley St., Knoxfield, 3180, Ph 03 763 7248 Specialty — All welcome

Etham Model Railway Circle. Meetings Monday nights at 8pm in clubrooms 'Pineridge', Cherrytree Rd., Panton Hill Secretary Ian L. Deans, 19 Tower Drive, Greensborough 3088 Specialty — HO scale club layout under construction

Glen Waverley Model Railway Club. Meeting Thursdays Ashwood Hall, Jordanville at 8pm Secretary Chris Cochran, Ph (03) 729 7018 Specialty — HO, N and other gauges

Melbourne Model Railway Society. Meetings held on the 2nd, 3rd, 4th or 5th Friday (8pm) at the clubrooms Secretary John R. Gardner, PO Box 105, Ashburnton, 3147 Specialty — Large HO/HOOn3 layout running VR and other prototypes

Sunbury Model Railway Club. Secretary: R.A. Hill, RSD Newbury via Trentham, 3458 Specialty — Large VR based layout

Victorian Model Railway Society. Meetings 3rd Wednesday of month at clubrooms, Auburn Railway Station Secretary Ivor Clift, Unit 12, 77 McCrae Rd., Rosanna 3084 Ph 03 4598906 Specialty — Victorian Railways, scratch building, all scales

Western District Railway Modellers Club. Meetings are held the 1st Tuesday of each month at 8pm at 2 Merrivale Drive, Warrnambool Secretary Brian J. Treney, 56 Younger St., Warrnambool, 3280 Specialty — American, European, British and V/Line HO

WESTERN AUSTRALIA

Australian Model Railway Association, Western Australia Branch. Meetings at clubrooms, Meltham Railway Station building every 2nd Monday and Wednesday nights at 8pm and every 2nd Saturday at 2pm Secretary J. Martin, PO Box 60, Maylands 6051 Specialty — All scales and prototypes welcome

The Great North Western Model and Miniature Railway Society. Meetings every Wednesday of each month Secretary Norris G. Cooper, Box 188 PO, Karratha, 6714 Ph 091 85 1191 Specialty — HO/OO, and the building of a 184mm miniature railway

West Australian Model Railway Club. Meetings Wednesdays 8pm at clubrooms, Royal Agricultural Society Showgrounds, Claremont. Secretary Graham Jones, Box 176 PO, Claremont, 6010 Ph 09 401 4486 Specialty — Extensive operating layout

NEW ZEALAND

Hutt Valley Model Railroaders. Meetings held every Monday at 7.30pm. Secretary Stewart Hainsworth, Box 43-100 Wainuiomata, Lower Hutt, New Zealand Specialty — Open membership and building club layout

VICRAIL 'I' WAGON TALLY

The last quarter of 1926 saw a record number of 'I' wagons on the Register. These were the 8, 10, 11 and 16 ton types numbered in the range 1-15557. Wagon I 15557 was the highest number in service at the time. By 31.12.26 a total of 14,747 wagons were on Register coded I, IG or IK.

The all up total did not occur until 31.12.30 when 14,605 vehicles (coded I, IA, IB, IK, IX and IY) could be counted with the then new IZ wagons which tallied 595 vehicles. This grand total was 15,200 wagons, all prefixed 'I'.

By 31.12.40 the IZ total was 980 vehicles and the I group as listed above accounted for 12,260. Grand tally of only 13,240 this time.

For the quarter ending 31.12.50, the 'I' group accounted for 10,640 vehicles. The group now comprised of:- 3697 x I wagons;

4802 x IA wagons; 1703 x IB wagons; 88 x IX wagons and 350 x IY wagons. The IZ total still stood at 980 vehicles, bringing the total numbers to 11,620.

To date I have no references for 31.12.60 but for the years 1952 — 1970 many serviceable 'I' underframes were utilised for other purposes and received new numbers and codes in the process. Only 'I' stock retaining original numbers is of interest at the moment of this item.

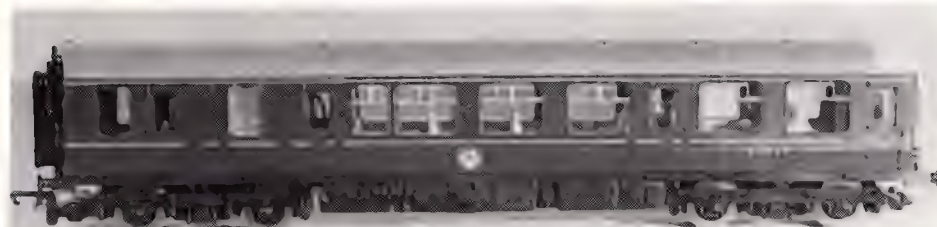
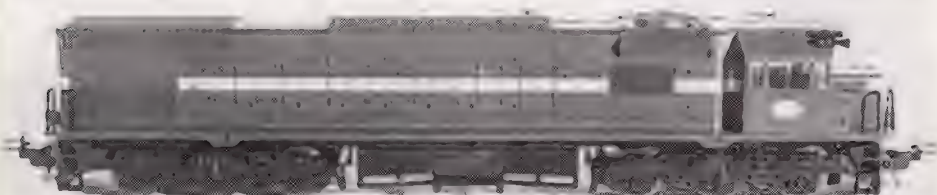
By 30.6.70 there were only 5,162 vehicles of codes I, IA and IC still with original numbers. At the time 2182 were I class, 2389 were IA, 338 were IC and 253 were IY. In addition some 1,000 underframes were being utilised under rolling stock built from the older wagons. A sole IZ was recorded in the tally giving an all up

total of 5,163 vehicles prefixed 'I' and retaining original numbers.

The last show of 'I' wagon numbers occur on 10.3.79 when the figures show 12 x I wagons and 93 x IA for a tally of 105 vehicles. On the 13.12.80, fifty years after the largest concentration of four wheel stock, only 3 'IA' wagons were recorded on the Register. By 12.12.81 the total was down to one I wagon. As this vehicle cannot be located, I am presuming that the figure is a discrepancy between authentic records and actual events.

Whilst it is possible to still find I and IA wagons stored at various localities, all are 'Off Register' and are no longer in revenue service.

Peter Vincent.



Hornby Hobbies have released R.256, 0-4-0 Bulldog. Although produced a few years ago and roughly based on a continental model, it now has a much improved chassis and better pulling power than its predecessor.



Illustrated above is R.133 in the Hornby Hobby range. The milk tanker is representative of the modified tankers that are used on the British Rail network. It is a highly coloured model having a chromed finish with yellow axle boxes and white wall wheels. Release date in Australia is unknown.

The photographs on the left illustrate the Lima HO scale Class 34 South African Railways type FGD-1.

This model shows a significant development in Lima mechanisms. To cope with the narrow hood unit profile, Lima have created a totally new drive system. This has a centrally mounted 'square can' style motor driving one bogie through a shaft and spur gear arrangement. The underframe is diecast with additional weight positioned over the rear (driving) bogie.

The model showed a much improved low speed response whilst retaining a relatively high top speed. Improved haulage capacity was also evident.

One intriguing aspect with this model is that it is not the model appearing in the latest catalogue as 20 8134 LG. It is still a Class 34 diesel but the G.M. design has been modelled whereas the catalogue shows the General Electric equivalent.

Nevertheless the models offers considerable conversion potential and the mechanism could be very useful for many Australian prototypes. Maybe this mechanism will be the power plant for future Australian diesels by Lima.

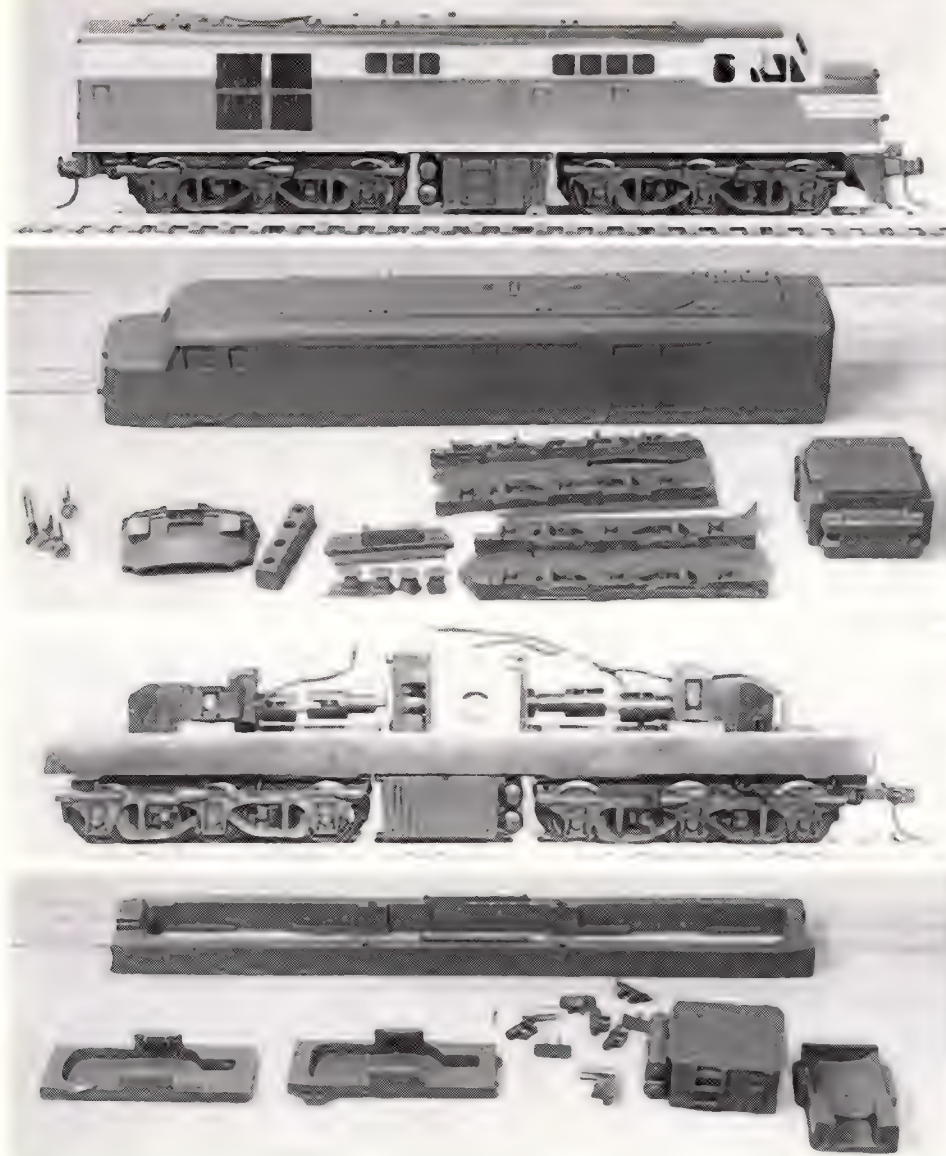


Christine Hicks has released three sets of HO scale road signs all designed to be applied to the diamond metal plate. Each pack contains a set of signs clearly printed on self adhesive paper and two diamond plates soldered to mounting posts, and painted traffic yellow. Set 1209 provides two different sets of pedestrian crossing signs — one the standard sign and the other a school crossing sign. Set 1213 is designed for country usage and supplies two stock crossing, a stock droving and a gravel road sign. Set 1211 is narrow bridge warning signs again in two styles — a one lane bridge and a narrow bridge style. All signs have been reproduced on yellow paper and the very fine printing has been clearly reproduced.

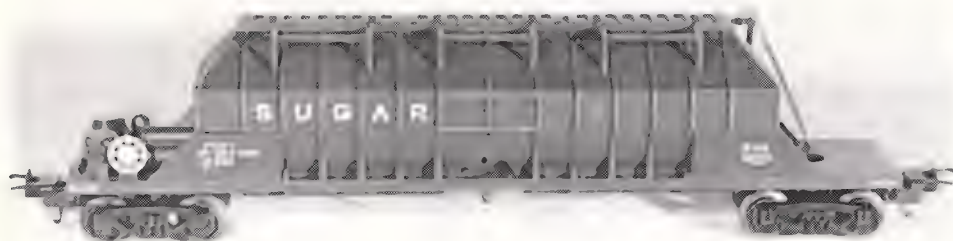
Hornby Hobbies have released the B.R. 3 car diesel multiple unit in the early green livery which will blend into a layout set in the transition period of steam to diesel.

The cars are highly detailed, the corridor ends and exhausts being separately fitted, while each vehicle has flush fitting windows which enhance the overall appearance.

The unit is powered by the latest Ringfield motor with simple conversion to Zero 1 operation. The powered car is illustrated on top, the intermediate car in the centre and the non powered driving car below.



Illustrated here are two new items in the Lima range now available in Australia.
Above is 30 3566 German closed van with sliding doors Hbis 297.
Below is 30 9071 a bulk sugar wagon for South African Railways type FGD-1.



Fybren Models are marketing a range of N scale decals for the Australian modeller. Illustrated above is the ANR 8300 brake van 'Lemon Twister' decal set. Produced by Broad Gauge Bodies, manufacturer of the large range of quality HO scale decals, these decals and many others will be marketed by Fybren Models.

Main West Models have re-released the NSW 43 class diesel kit which is produced under license to Australian Transport Models. As supplied in its present form it is designed to fit on the Korean built 43 class chassis marketed by Mansfield Hobbies. In this pack, available from Casula Hobbies for \$35.95, is the body, pilots, buffers, fuel tank and bogie sideframes all produced from epoxy castings. Three pages of instructions accompany the kit. Casting quality can only be considered as excellent.

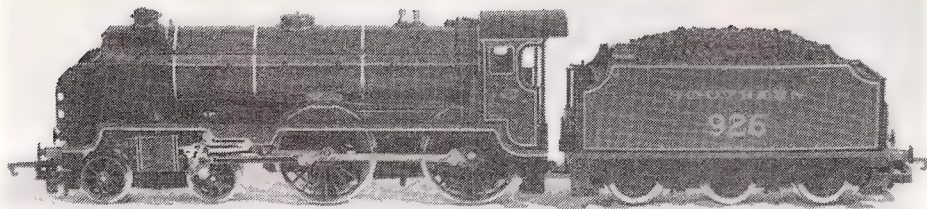
The 43 class can also be fitted onto the Model Power SD-40-2 mechanism and to fit the mech to the body Main West Models have released a chassis kit which is available from Casula Hobbies for \$5.95. This package contains a chassis, fuel tank, bogie mounting brackets and bogie side frame mounting lugs. All components apart from the two pages of assembly instructions and brass tubing are epoxy castings.



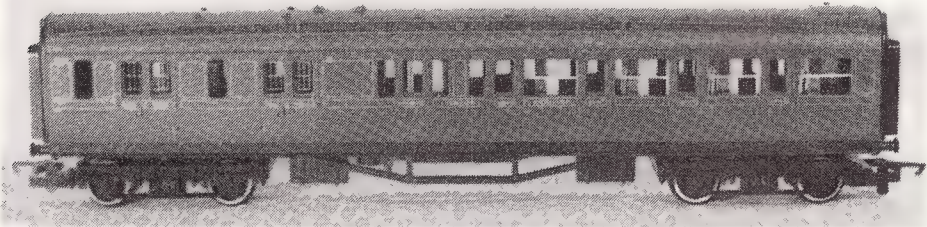
Hornby Hobbies have released a smoke generator pack which comprises a smoke unit, leads, smoke oil and filler. Concise instructions and details for fitting to 21 locomotives are included. The local release date has not been advised.



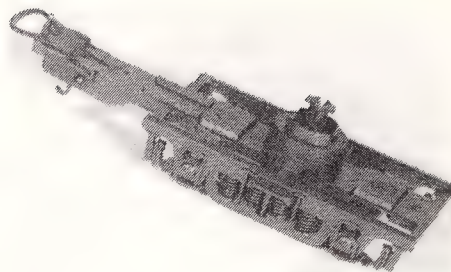
Illustrated above are two new HO scale road signs released by Christine Hicks. On the left is the Pedestrian Crossing signs (Set 1208) which are designed to fit onto the yellow circular plates which are attached to a post. On the right is a set of railway crossing signs (Set 1210). In both sets there are two styles of signs provided. In the case of the pedestrian signs both are of the 'walking leg' style, except that one pair have the road crossing marked on the sign. The rail crossing signs show the two styles commonly used in Australia. The printing and style, clearly defined, are shown in the photograph.



Southern Railways Schools Class 4-4-0 in OO scale by Hornby Hobbies. This loco was reviewed in last issue of AMRM.



Hornby have released two new coaches which were reviewed in last issue of AMRM. Illustrated above is the Southern Railways 2nd brake.



Lima have upgraded and renumbered their spare parts numbering system. In turn Southern Models, the distributor for Lima in Australia have prepared a new parts list covering those items which are most commonly used. The list should be accessible at your local Lima stockist. The lists are extensive and individual parts available include loco body shells, gears, motor armatures, bogie sideframes, etc. In fact on the 44, 930, S class and other similar models virtually every component is listed.

Text, photographs and details in the Preview section have been prepared by Bob Gallagher, Graham Ball and Graham Ahern along with the kind cooperation of all manufacturers represented.

REVIEWS

N.S.W.R. 600/700 class diesel hydraulic railcars in HO scale. Manufactured in New Zealand by The Model Company for Bergs Brass Models, P.O. Box 527, Parramatta, 2150. Price: \$295.00 set.

The 600/700 class were a development from the first railmotor and trailer (CPH/CTH) on the NSW system. The exterior profile was first used on The Silver City Comet in 1937, then the 400 type railcar and then onto the 600/700 series (many styles) and finally to the 900 series that are in use as air conditioned expresses.

The two cars are permanently coupled together, and basically look the same. One car (600) has the underfloor power plant, hydraulically driving the single power bogie.

Initially the cars were used in the country as an extension, on branch lines, to major express passenger trains. In more recent times the class have also been used for suburban working as well as extension services to the suburban system. As introduced (early 1950s) the cars had a windowless centre end door and were painted in the tuscan and russet livery. As seen today the cars have a window in the end doors and have been painted in the indian red and chrome livery. Repainting may see a set painted in the new 'candy stripe' livery.

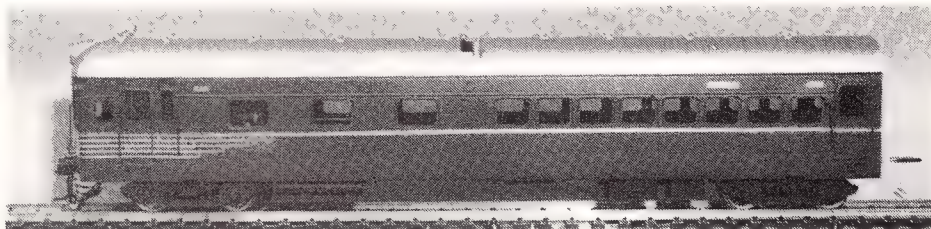
Initially ten sets were built and numbered 601/701 to 610/710. A number of these sets were converted to the 660/760 series. Further development of the 600/700 series gave birth to the 620/720 cars. The 600/700 series can run in multiple with other 600/700 two car sets for peak hour demands.

The model has been fabricated from brass etchings, shapes, pressings and lost wax castings. The quality of the etchings and the pressings is reasonable, while the quality and placement of the castings is very good.

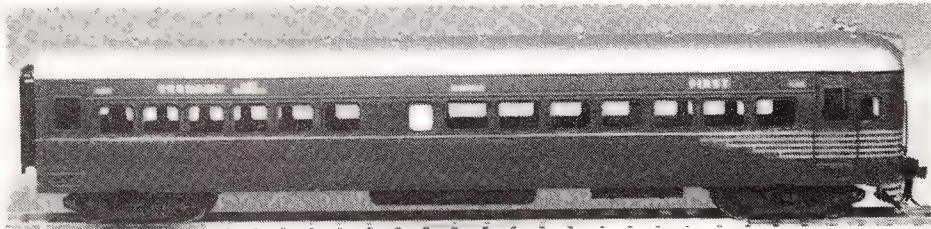
The model is powered via a Sagami can motor through spur and worm gears. The power bogie is complete and draws pickup from itself and the trailing bogie. The correct sized North Yard wheels are fitted and the complete power bogie assembly is blackened. The wheels have RP25 profile and are correctly gauged. The bogie is pivoted and has adequate movement to negotiate small radii curves. A flywheel can be fitted to the extended motor shaft. Provision has been made for Kadee No.5 couplers on both ends of each car (but HO scale Kadee couplers look more realistic).

The correct size and shaped bogies are fitted. The side patterns are of the correct profile and are see through style. The sideframes are fully equalised via the use of screws. This allows the cars to negotiate very rough track. The sideframe castings are highly detailed, but one or two showed some sign of slight casting defects.

The bodies are mounted on a stiff brass underframe which contains the bogie mountings and coupler pockets. The body is secured to the underframe via four screws. All undergear equip-



HO scale model of N.S.W.R. 600 class power car by The Model Company, imported by Bergs Hobbies.



HO scale model of N.S.W.R. 700 class trailer car.

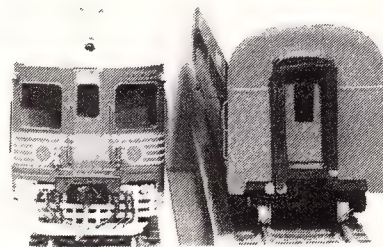
ment is soldered to the underframe. The underframe detail includes air receivers, battery boxes and exhaust mufflers. All appear to be correctly sited but the muffler outlet entry into the floor does not line up with the exhaust outlet in the roof.

The car bodies have been formed by etched sections, pressed into shape and soldered together. The roof shape at both ends is a brass casting and the marrying process is quite acceptable. The sides have the vertical curve, and the end shape represents that portrayed on the prototype. The window and door depth has been formed by an underlay which does not consistently line up. A few windows are misshaped, and one door has a crooked window. An error in the model is the size of the small window each side of the driving compartments.

The shape and detail of the exterior etching on the side and roof is very good, the provision and siting of roof detail being a highlight. An example of this is the gauze on the air inlet hole. The siting of the headlight, on the review sample, left a little to be desired. There is a visible gap between the casting and the roof. A further demerit is the hole in the single headlight as the opening for the light. There appears to have been no consideration given for the fitment of a lens or a jewel. Dimensionally the model meets all requirements.

Detail, represented by lost wax castings, is very good. This is reflected by the cow catcher and cab front detail, including the whistle, m.u. sockets, hoses, marker lamps and horns.

The model is finished in a bronzed lacquer which highlights the model and hides any solder. Regardless the assembly process has been accomplished



Front and rear of 600/700 cars.

in a professional manner and is equal to many imports on the market today. When painted the 600/700 two car set is very impressive and belies the bronze appearance of the raw model. One point though: strip the bronzed lacquer off the model and etch the raw brass.

It is on the track that this model outshines many other powered models negotiating No.4 pointwork with ease. The mechanism is a shade noisy but it does reflect the noise emitted by the prototype, which roars loudly as it slowly picks up speed. The speed and movement of the model is very much like to prototype.

The model responds to the controller with a dampened effect. This is caused by the low gearing and is a distinctive advantage, for it is not possible to acquire jerky movement unless the controller is rapidly moved from stop to full on. The set has a top speed of 79 mph (126 kph) and a slow speed of 6.37

mph (10.19 kph). The set has a draw bar pull of 30 grams, more than sufficient to haul a dummy 600/700 two car set.

Summing up, there are some good and bad points. Bad points include the etching problems while the good points include the price, the smoothness of the power plant and overall appearance.

It is without doubt a Two Car Set, and in itself a complete train. A worthy addition to a N.S.W.R. layout that requires a main line or branch line passenger service.

Bob Gallagher.

400 class rail motor kit in HO scale by Stephen Johnson Models. Available from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool, 2170. Price: \$46.50.

This kit is based on prototype units numbered 401 and 403. No.402 has a different window arrangement. The 400 class railcars, a development from Railmotor 38, were built by Ritchie Bros. of Auburn, N.S.W. during 1938. They are of similar appearance and aluminium construction as the Silver City Comet cars. When built they had two Leyland 10 litre petrol engines mounted underfloor driving the inner axle of each bogie. They had a centre aisle passenger compartment seating 19 economy passengers at one end of the car, with the remainder of the car being a baggage compartment with a capacity of 8 tons.

The original code was FPH and they were numbered 401-404. No.404 was destroyed by fire. Prototype information and plan is contained in AMRM May/June 1973 Issue (No.62) and a good front and roof shot is on the cover of AMRM November/December 1980 issue (No.105).

The kit is supplied in a cardboard box of a size that will be handy for storage and transportation of the completed model. Parts supplied are grey epoxy castings and include sides, ends, roof with cast on detail, roof ends, floor, buffer beams, head stock, bogie sideframes, trailing truck, exhaust and mushroom vents along with an assembly jig. The jig is used to locate the radiators and piping down each side during the soldering assembly period.

The radiators and pilots (cow catchers) are supplied as brass etchings, while clear plastic is supplied for windows, wire for pipework, steps and handrails. A bolt and nut is supplied for trailing bogie attachment, a sheet of BGB produced decals for lining and numbering and a six page instruction leaflet which includes diagrams. The only additional components required to complete the model are two 10.5mm wheel sets, a 24.5mm SPUD unit and air horns.

The model was assembled as per instructions and no problems were encountered except for some filing to fit the ends. It should be noted that the instruction sheet includes tips on soldering and on yoke replacement in the SPUD which would be very helpful to anyone not familiar with soldering and SPUD units. The SPUDS are very useful as a mechanism for this style of model.

This is a fine model, the finish of which depends upon the ability of the modeller. It is a model of a rare item of rail nostalgia which can only be reproduced in miniature by limited run manufacturers. Stephen Johnson Models have produced a fine kit, the highlights being the casting detail, superb etching and a set of top class decals which put the final 'touch of class' on a model. SJM should be congratulated for the kit (which did see the co-ordination of outside manufacturers) and encouraged to produce more of these rare models which give a working layout character.

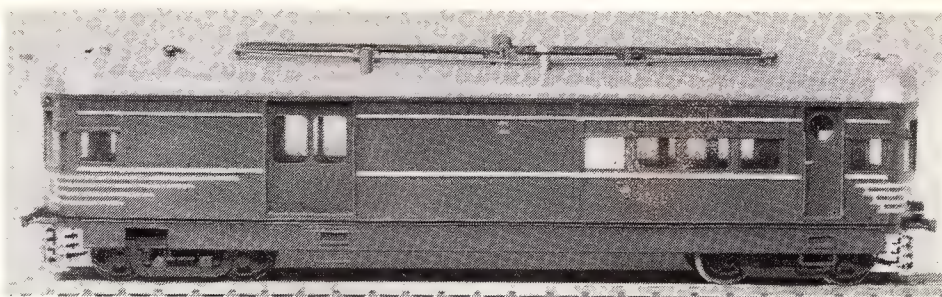
Es Davies.

NSWR 'O' and 'J' class steam locomotive plans in HO scale by Data Sheets. Price: \$2.00 per copy.

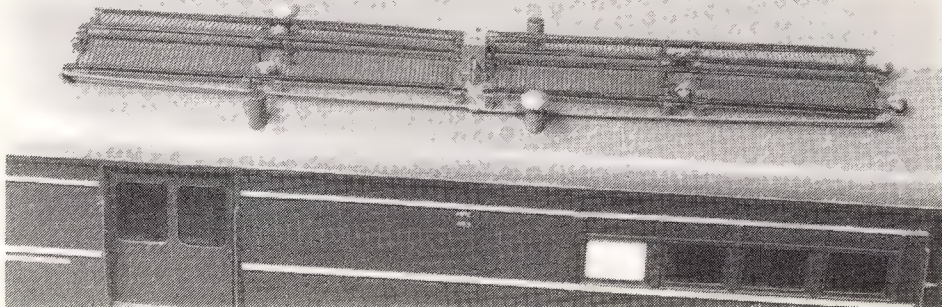
The latest release from Data Sheets are the 'O (446)' and 'J (483)' steam loco plans. Both represent the loco class as delivered.

The J (446) class were built as a 2-8-0 Consolidation by Baldwin in 1890 and the first unit put into service in 1891. There were twenty in the class and were numbered 577-596 but changed to 483-502 soon after delivery. In the 1920 reclassification they became the Z29 class and were numbered 2901-2920. Two (501 & 502) were built as compounds. The withdrawal of the class commenced in 1915 and was completed by April 1935. The plan includes a side elevation of the cylinder area of a compound version, while the two photo spread includes both versions.

The O (446) class were again built by Baldwin and put into service as a 4-6-0 in 1891. There were twelve in the class and were numbered 446-457. There were reclassified the Z23 class in 1920 and



HO scale N.S.W.G.R. 400 class railmotor by Stephen Johnson Models.



Note the fine radiator grill on the roof of the 400 class railmotor.

numbered 2301-2312. Withdrawal commenced in 1933 and was completed by 1946. While the plan portrays the class as built the details of the cowcatcher (which was added soon after introduction) are included.

Both plans are to the very high standard normally produced by Data Sheets and very useful for model building. The various elevations show almost every aspect of the locomotive except for the plan view which is a half section, and only shows the right hand side of the loco.

Bob Gallagher.

Southern Steam in Focus by Steve Gradidge. Published by Railmac Publications, Box 290 PO, Elizabeth, 5112. Price: \$2.90.

This 24 page 152mm x 215mm card cover booklet presents a brief glimpse of steam on the (British) Southern Railway in the 1950-1960 period. The emphasis of the monotone photographs is upon the locomotives in service although some shots illustrate passenger trains in service. Generally the reproduction is very good with very little detail lost in the high and low tones. A feature of the booklet which would interest modellers is the snow-plow on a C class 0-6-0 and closeup detail pics of some name plaques. The cover photograph illustrates in colour a well kept U class 2-6-0.

Bob Gallagher.

NSWGR HGM/HGX bogie open wagon in HO scale by Camco. Our sample supplied by the manufacturer. Price: \$9.95.

The G type of wagon is of all-steel construction with 4'3" high eight-panel sides and two 8'11" double opening doors each side. The sides are of pressed steel construction and the wagons had 16 bottom discharge doors in the floor. Plain bearing Bettendorf bogies were fitted.

There were 500 G wagons built by Waggonfabrik Talbot, Aachen, Germany, assembled by Clyde Engineering (in Sydney) and delivered in 1951/52. They were allocated various numbers.

Over the years the wagons have been modified in that their underframes have been strengthened, bottom discharge doors sealed up and roller bearing bogies fitted. The HGM (or HGX for bogie exchange) codings resulted from this. Additionally, some vehicles were converted to GP wagons by

having their side doors removed and panelling fitted. These vehicles are used for concentrated traffic between Broken Hill and Cockle Creek.

The kit under review is of injection moulded polystyrene and includes a pair of heavy duty roller bearing bogies, a length of brass ladder plus spring wire for brake rodding and the like. The body detail has been well executed, although not as cleanly finished as other kits from this manufacturer. The model goes together very easily and ends up very square. Locating seams match perfectly. The bogies are held on by a plastic plug which, in turn, retains a metal compensating spring to give the bogies a certain degree of equalisation.

I was not overly impressed with the use of spring wire. There is one step in the assembly process whereby the wire has to be bent 2mm from its end whilst in place on the model. I opted out and used a piece of the K&S brass wire which is far more easier to bend, especially in delicate areas. This is a trivial thing and has no bearing whatsoever on the quality of the model.

I found the instructions to be very informative and easy to follow, with plenty of diagrams to help as well. One point lacking, however, is that there are no alternative wagon numbers given (other than the two on the transfer sheet in the kit - NOGF/HGM 334 and NOGX/HGX 5596).

The model lends itself for adaptation to most of the G wagon codings (except, of course, GP) simply by changing bogies, positions of ladders etc. It can be painted black, blue or red. Yet another good model for the NSW modeller.

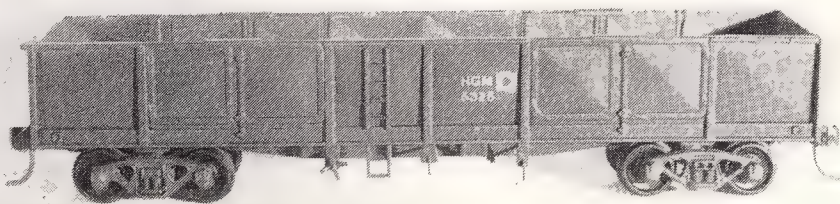
Allan Brown.

Craftsman Models Self Etch Paint. From most hobby shops. Price in text.

The basis for any good paint job on a metal model is, initially, a good etch primer. An etch is a synthetic coating of enamel or lacquer which is applied (usually sprayed) onto clean metal. It keys into the metal, thus giving an anchor coat for subsequent coats of less tenacious enamels or lacquers.

Craftsman have released an etch which not only achieves this aim but also suffices as the final coat. It is possible, therefore, to paint, say, a black locomotive with only one coat.

It is available in both black and grey and comes in 30ml bottles - \$2.25. The accompanying thinners



HO scale model of N.S.W.R. HGM open wagon by Camco Models.

SAR 'Y' class, four wheel open wagon body kit in HO scale by The Wagon Coy. Price: \$3.50.

The SAR 'Y' wagon was a small capacity open wagon used on the South Australian Railways broad and narrow gauge systems. In all 1265 wagons were built, commencing in 1909 and were used on the South Australian system until recently, when the last wagon was withdrawn. The wagon was covered in detail by Phil Curnow and Roger Johnson in the March/April 1979 issue of AMRM.

The kit is supplied in a poly bag, the polyester resin parts being taped to styrafoam to save breakage of delicate parts. The method was successful. The kit comprises two sides, two ends, a floor and a highly detailed instruction sheet. Detail includes rivets, hinges, latches and cast-in grab irons and tarp support holder. The parts were free from any flash or casting defects. The instruction sheet supplies prototype detail including road numbers, numbering style and livery details while the text is supported by diagrams.

Assembly of the kit is very straightforward, the instruction sheet leading the assembler through each step. Actually, the wagon body falls together in a very short period. The recommended underframe for the wagon is the metal, equalised SAR underframe, also produced by The Wagon Coy. This underframe is now available with either rectangular or round bearing housing and sells for \$3.95.

While there is little doubt that this wagon is equal in quality to any other on the market at present, there seems to be some unexplainable reason why it can be made to appear like a old battered wagon very easily. For this reason alone the manufacturer is to be complimented for producing a fine model.

A very nice, high quality wagon can be produced for little cost and little effort.

Bob Gallagher.

Railway Freight Wagons in New South Wales 1982, compiled by John Beckhaus. Published by the NSW Division of the ARHS, PO Box E129, St James 2000. Price: \$9.95.

The demand for this style of book developed in the mid 1960s when, aided by AMRM, there was a sudden interest taken by model railroaders in the New South Wales Railway system. One problem suffered by this growing band of modellers was trying to identify the many codes of wagon in use. The then editor of AMRM, Russ Merriman was asked "What wagons is that?" so often that he organised the publication of a small publication identifying NSW goods rolling stock. This was produced in house by the then AMRM staff and compiled by a keen newcomer to the modeller/rail enthusiast scene, John Beckhaus.

This simple publication was, in 1970, followed by a bigger and better publication 'Railway Freight Wagons of New South Wales' again compiled by John Beckhaus. Both publications addressed the subject with the view of a modeller. The details required by modellers were set out in such a way that it was very easy to define between minor variations in wagons, production runs and wagon class modifications. In a word the booklets were very easy to follow, with or without the index. The 1970 booklet, as crudely produced as it was, became the 'bible' for keen NSW modellers.

The years went by and the major railway publications continued to show very little interest in freight wagons. John Beckhaus, continued his interest in railway freight wagons, and is presently the editor of the ARHS 'Rollingstock Contracts and Delivery Newsletter'.

The 1982 book is different in many ways and it had to contend with many problems: livery changes, railway reconstruction, mass withdrawals and the new four letter code.

The 1982 book has a colour cover, with three NSW freight wagon livery styles being covered. Unfortunately the photographs do not illustrate the liveries very clearly.

The subject of listing the vehicles has been ad-



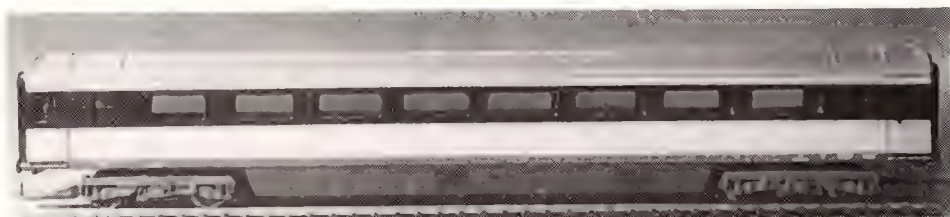
A sample of the Chooch scrap metal load and the load inside a Camco HGM open wagon



OO scale XPT power car by Lima



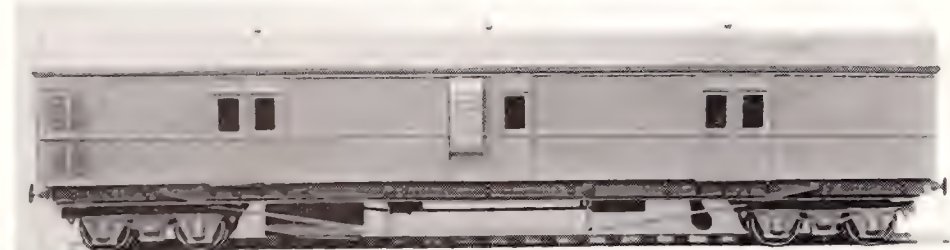
OO scale trailer car by Lima



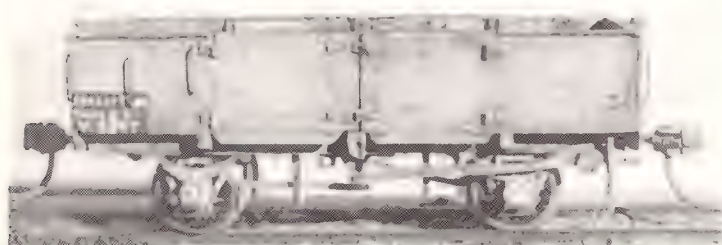
OO scale XPT 2nd open sitter passenger car by Lima.



NSWR 'BX' dog box style coach kit by Main West Models



NSWR 'EHO' guards/brake van kit by Main West Models.



S.A.R. 'Y' class open wagon kit by The Wagon Coy.



V.R. archbar and cast steel HO scale bogies by Broad Gauge Models.

dressed in the accepted method of grouping wagons into styles, ie. open wagons, flat wagons, etc., etc. The listing of individual wagons however is a little confusing, with only three of the four letters being used in bold lettering. The last letter, indicating the style of bogie used, has either been ignored or is buried in the text detailing the wagon. This makes identification very difficult.

With the new four letter coding, many externally different wagons were grouped together under common heading i.e. NLL-NLG type (LLV, TLV/TLX, GLV/GLX), totally ignoring the constructional, physical and usage differences between the vans. The information that modellers seek have in many instances been totally ignored.

OK, so much for the debit side — now how can the book help modellers? Throughout the book there are some very good monotone (black and white) illustrations that would be of assistance to the modeller who lacks access to the rail system. It is interesting to note that some wagons carry the old three letter coding, a fact that, apart from a listing in the back of the book, has been totally ignored in reference detailing on individual vehicles, although there is space for the individual to write in the old code.

Details on unusual wagons, such as oil tankers have been covered in some detail as has most interstate freight wagon codes.

The comments on this book may seem harsh, and maybe they are. It must be clearly understood however that the advance publicity for the book indicated that it was aimed at modellers and rail enthusiasts. Rail enthusiasts maybe, but generally railway modellers require much more detail than this book has been prepared to reveal, and that is very disappointing, for the market is not big enough for two publications on the subject.

The reality of it all is that we are now stuck with a book, published by a historical society, that ignores the historical side of the subject. For that reason alone it is not a good book for the modeller. Essential yes, but not good. The modeller will have to be prepared to spend time in learning how to use the book. In a sense it is just like the user books that accompany modern day computers. The books are totally confusing, but once mastered become invaluable.

Bob Gallagher.

No.2 gauge, 3/16" pan head screws by Broad Gauge Models, Box 136 PO, Boronia. 3156. Price: \$1.90 a pack of 25.

One of the many problems faced by modellers is the availability of the correct size screws. All too often we have to fall back on the local hardware shop who, being mainly cash and carry, just cannot meet our requirements. Broad Gauge Models have eliminated part of this problem by making available a supply of screw specially designed for use with their new bogies.

The 4mm dia head fits neatly into the pivot mounting recess on the bolster and the fine thread neatly grips into styrene. a real asset for the scratch builder.

Bob Gallagher.

Mainline British Railways 03 class diesel shunter in OO scale — Sample supplied by Intoy Projects — Price: \$57.50

This long-awaited model certainly lives up to all the pre-release publicity. Much effort has obviously gone into concealing the motor with the locomotive's engine housing, thus leaving the cab free for detailing.

The body is very well detailed and comes with cab glazing, controls and crew. It is available in BR blue or the 1960s BR green with yellow ends and black visibility stripes.

The model had reasonable low speed control, as well as a high top speed. The 'clunk', whilst running, that is often found in Mainline locos was noted in the sample tested.

The 03 is regarded by many as an 'honorary steam engine' because of certain aspects of its appearance. It is sure to find a place on many otherwise steam British layouts as well as being part of the modern scene.

Graham Ahern.

1984 Calendar, published by the Australian Railway Historical Society. Available from Red Heart Souvenirs.

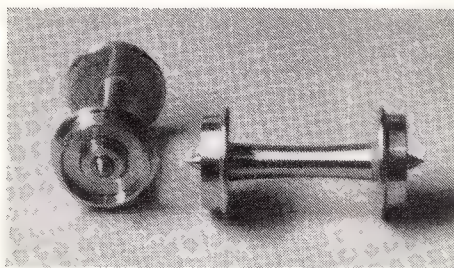
The 1984 Calendar from the ARHS is 245mm x 340mm spiral bound and designed to hang. Layout of the twelve months is on six pages, each month backing another. The front and rear covers are sep-

arate, the front cover being a colour print of a DD tank loco at Perth station.

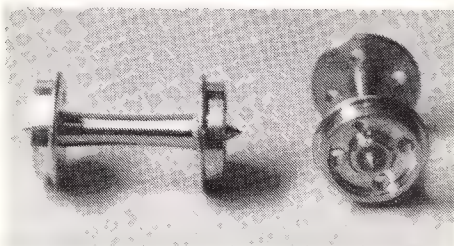
The colour illustrations for each month are a selection from the broad spectrum of Australian Railways, and most are of unusual subjects, that would be of interest to the diesel period modeller. Shots like WAGR 'XA' in Brunswick green, NSW 4201 in 125 anniversary livery, SAR Brill railcar in green and cream, TGR 'X' in red or the three SAR '930s', one in AN green and cream are excellent for colour detailing. Other illustrations include SAR 'NM', VR 'C' (steam), QR 'AC16', TGR 'M' class, V.R. and the 48 class and SMR 10 class at East Greta.

The day of each month are clearly defined with Sundays being printed in red. Known public holidays are also printed in red and detailed in fine type. A 1985 calendar is printed on the rear page while details of the Australian Railway Historical Society are printed on the inside flap of the front cover.

Bob Gallagher.



9.5mm diameter, 16.5mm gauge, 23.7mm axle length, disc wheelsets by Casula Hobbies.



10.5mm diameter, 16.5mm gauge, 23.7mm axle length, four hole disc wheelsets by Casula Hobbies.

9.5mm diameter disc and 10.5mm four hole wheel sets in 16.5mm gauge by Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool. 2170. Price in text.

Casula Hobbies have added to their range of wheels with a 9mm disc wheel set. The wheels have been manufactured from nickel silver and to an accurate NMRA RP25 wheel profile. The now common Casula axle profile has been used, and has 23.7mm pin points. One wheel is insulated allowing for electrical pickup if required. This wheel set has the finest flange profile in the Camco range and will suit those modellers who demand very fine wheel tolerances. The wheels are sold in packs of 30 and are priced at \$27.00 or \$1.20 an axle.

The 10.5mm four hole wheel is representative of the 3' four hole wheel as used by the local railways. The wheel has been made from brass to the normal Casula standard, and has the Casula nickel silver axle with 23.7mm pin points. The holes have been clearly drilled, all burrs have been removed resulting in a very clean product. These wheels, along with others in the Camco range have been specially produced for the Australian prototype market. They are priced at \$1.00 an axle or \$22.50 a pack of 30.

The continued growth of this range will only continue if those of us who model the local prototype continue to use them.

Bob Gallagher.

Peco point motor under baseboard mounting bracket by Jaco Products, 15 Selwyn St., Beaudesert. 4285. Price: \$1.15 each.

These locally (Queensland) produced plates are designed to allow the mounting of the popular Peco point motors on the underside of the baseboard. To those not familiar with the Peco point motor it is generally necessary to mount the motor directly onto the underside of the point, necessitating the removal of a large section of the baseboard. The use of the plate reduces the diameter of the hole down to 1/4".

The plate is supplied in a poly bag along with two self tapping screws, metal tiebar and a sheet of assembly instructions. The plate is a section of aluminium, 25.5mm x 51.5mm in size. It has two 3mm

mounting holes, a 9.5mm draw pin clearance hole and four depressed motor mounting holes. The motor is mounted onto the plate via the four outer tabs on the motor which are passed through the holes in the plate and locked in place.

Mounting of the plate and motor is straight forward aided clearly by the assembly instructions. This aspect alone makes the plate good value for both the OO/HO and N scale Peco point users.

Bob Gallagher.



Front and rear of XPT power car. Photos of XPT cars are the previous page.

Lima XPT Intercity set in OO scale. Price: Power car — motorised: \$51.00; Power car — unmotorised: \$29.00; Intermediate cars: \$22.50; Golden Series Set: \$124.00.

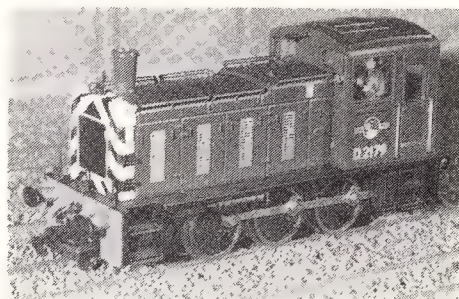
The NSW SRA XPT is now available both as a set and as individual vehicles. Whilst the models are to 'OO' scale being a repaint of Lima's B.R. HST vehicles, this is not really obvious. There are four vehicles in the set: a power car, trailer guard, second open sitter and non powered terminal car.

Lima have done an excellent job of representing the complex colour scheme when one considers the differences between the British and Australian prototypes.

The power car is fitted with the high speed gearing used by Lima on such models and the top speed is quite realistic. However on layouts with reverse loops or sections, one has to remember at which end the power unit is located otherwise the train may not stop where expected. The speed of the set does not depend upon the power car leading. Top speed attained was 210kph (240kph for HO) while the slowest speed attainable was 4.75kph (5.4kph for HO). Movement was jerky at this slow speed.

The XPT models are not exact either in the prototype or in scale. However they look impressive and I am sure they will be popular.

Graham Ahern.



Mainline British Rail 03 class diesel.

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These binders are available from some hobby shops at a recommended retail price of \$6.00, or by mail order from Eastern Division SCMR at \$5.50 plus postage. Postage and packing in NSW is \$2.50 for up to three binders and \$3.50 for up to nine binders. For readers in other parts of Australia postage and packing is \$4.00 for up to three binders and \$5.00 for up to nine binders. The binders will accept most other model railway magazines.

Please send cheques payable to Eastern Division SCMR to P.O. Box 317, Epping, 2121. NSW. Please allow four weeks for delivery.

Continued from Page 39.

at a competition when the paint job was just a shade better than the other model. In one competition — many years ago — a basically unaltered and grossly inaccurate diesel won a competition purely on a fantastic paint job. There is little doubt that a very good paint/weather job on an average quality model will stand out much more than a poor paint job on a very good model. It is all in the finish.

The gist of all this is the latest offering by Lima — the SRA of NSW XPT. Lima does not hide the fact that it is what is called a 'repaint'. Properly defined it is a OO scale model of a British train that has been repainted to represent the SRA of NSW XPT, and released on what is basically a HO scale market. Scale accuracy has been thrown aside, for none of the three vehicles released are anywhere near the local prototype and they tower over the largest HO scale locomotive; BUT the finish on the models suggests otherwise.

The colours and application of the paint is very good, in fact fantastic and the lettering is so well reproduced that the 'Comeng' emblem is easily read. On the track there could be little doubt that it was anything but an XPT and by all appearances it is being readily accepted by the current day (period) modellers. Yes it is very impressive.

AMRM has often stood up and taken issue when inaccurate repaints have been released and in a sense we do so now. But while we must disclose our displeasure of the accuracy of the model represented model we must also congratulate Lima and Southern Models for a very fine paint job. Yes in this instance it is — All in the Paint Job.

Incidentally, AMRM Editor, Allan Brown prepared the pilot models for Lima to base the repaint upon.

Corrections.

There have, in the last few issues been a few errors which are hereby corrected.

AMRM NEWS — August 1983 issue — The NZR Wf 4-6-2T locomotive kit credited to Trainville of Taupo is in fact produced in New Zealand by Vanguard Model Industries.

REVIEWS — August 1983 issue — The price quoted for the brass locomotive numerals by AM Models is in fact \$4.65, not the mentioned \$4.00.

We sincerely hope these mistakes have not caused modellers or manufacturers any inconvenience.

Name Changes.

VicRail no longer exists. With the advent of a new Government in Victoria the transport scene has been changed and the administration is now known as State Transport Authority of Victoria. The corporate image name is 'V Line' — not to be mistaken with the American N scale manufacturer. Modellers interested in V Line should get a copy of the September issue of Newsrail, the ARHS, Victorian Division publication, in which there is three pages of illustrations on the new logo.

Who's Who.

With the new transport authority in Victoria we now have another name to remember and use in the correct context. We now have the STA of Victoria, the SRA of NSW and the STA of South Australia — or is it the SRA of Vic and the STA of NSW & SA or is it . . . Oh well we can always go back to the old days of SAR, VR and NSW.

Encouragement Award.

A word of encouragement must go to Robert Flowers who, at the ripe old age of 12, gave an interesting and informative scenery demonstration all by himself at the recent Sydney Exhibition. Well done, Robbie.

Mini Convention.

The mini convention conducted at the Rockdale clubrooms of AMRA proved to be a great success. The day was aimed at NSW modellers and 64 attended, including visitors from Melbourne and Perth.

Subjects discussed included rolling stock construction, kitbashing (modifications) scratch building structures and scenery detailing. Speakers were Ron Cunningham, Paul Alekna, James McInerney, Phil Kelly and Ray Pilgrim. Congratulations to the organisers James McInerney and Bruce Norton for their efforts in fostering the growth of NSW prototypes.

COMMERCIAL NEWS

Arrivals.

The Sydney Model Railway Exhibition was the release point for a few new models this year. Included was the Camco HGM/HGX open wagon, the Stephen Johnson Models 400 class railmotor and revamped CPH railmotor, the JHG guards van and EHO brake van from Main West Models while Casula Hobbies released a 9.5mm fine scale disc wheel and a 10.5mm four hole disc wheel to their extensive range of products.

Broad Gauge Models have released a 'UB' van kit, a bogie version of the 'U' wagon along with two V.R. outline bogies — archbar and cast steel type.

Trax Model Products have received their latest shipment from Korea. The Z12 re-run arrived in two styles, as originally supplied and a version which included a Baldwin bogie tender and a cow catcher attached to the front buffer beam.

At Bergs Hobbies the pilot model of their next brass model, the NSW D55 class, arrived and was put on display. If all comments about the model can be believed the model will be readily accepted.

Writing of pilot models, Mansfield have received the pilot for their 40 class diesel.

Sentinel have released their latest contribution to the Australian scene being an HO scale kit of the NSW Z20 class locomotive.

The Lima OO scale version of the SRA of NSW XPT arrived in two styles, and two price scales. The cheapest models have the colour scheme applied while the more expensive model has some of the finest model lettering seen for some time.

Broad Gauge Models have been busy consolidating supplies, but have also added a few new models and decals to their expensive range. A kit of the SAR 'Rx' van has been released as well as another billboard van. The latter, another SAR 'M' van kit, features the 'Farmers Union' advertising. The SAR 'SOC' open wagon kit should be released by the time this issue is published. New decals from BGB include the white 27" 'R' symbol used by the NSW PTC and the 'NSWR' in yellow boxes, as used on brake vans.

The Friedmont range of kits are back on the market, and are being distributed by Iron Horse Models.

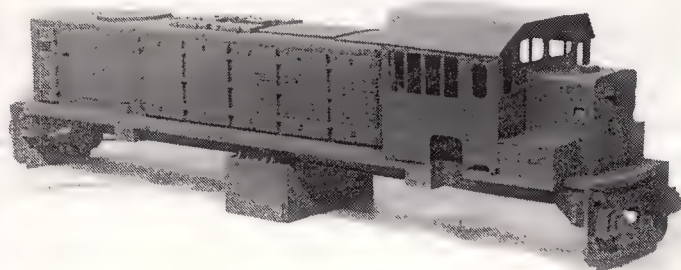
Australian Locomotive Company have received their latest brass locomotive, the V.R. 'T' class diesel.



Trax Model Products have received shipment of the Z12 class re-run. Accompanying the re-run is a new version of the Z12 class which includes a Baldwin tender and a finely detailed cow catcher.



SRA of NSW JHG guards van kit by Main West Models, released at the Sydney Model Railway exhibition.



ABOVE: NSW 47 class diesel body by Stephen Johnson Models. Note the depth of detail on the side of the epoxy casting and the thinness of the brass etched cab. This model is due for future release through Casula Hobbies. LEFT: Weico Models have released a new HO scale Melbourne W2 tram kit. The various components of the metal castings are illustrated.

Weico Models, in their objective to maintain a range of high grade kits have withdrawn the FX Holden, 422 and GHG from their range. The Holden has been replaced by the FJ Holden while the 422 will be introduced at a later date.

Fybren Models have released the first of a new range of N scale decals. The first two packs include a VR emblem pack and a 'lemon twister' style for the AN 8300 brake van. The continuation and growth of this range of decals will depend upon the interest shown by modellers. Fybren also advise that they have received stocks of the new Graham Farish N scale catalogue.

As the final touches were being put on these notes the Model Company built V.R. 'C' van was received by McBees Hobby Centre. Hopfully there will be a photo of the van, in its unpainted form, in this issue.

Expected Arrivals.

Bergs Hobbies are expecting their third and last shipment of the 600/700 class railcars soon. Also expected from this popular Parramatta shop, to be sold under the Mini Models label is a kit of the NSW aluminium MLV louvre van. This van was used on goods and passenger services alike up until the late 1970s.

Casula Hobbies announced at the Sydney Model Railway Exhibition the production of a mechanism to suit the Prototype C30 class tank kit. For years this very accurate and highly detailed kit has been available as a body only. Casula displayed a sample of the brass chassis fitted with wheels, motor, rods etc. For further details re the price and availability date contact Casula at Liverpool.

Southern Models advise that they expect stocks of the following Lima models in the near future: HO — 303566 German van, 309034 German wagon with tarp, 30971 & 30972 South African vans; OO — 305310W BR Engineers coach, 305653W Procor Hopper, 305659W 82 ton van and Cat Nos 305670W to 305681W. They also have available an extensive range of spare parts for the Australian range of locomotives.

Future Arrivals.

The month of October saw the release of some very important plans from local manufacturers and importers.

First cab off the rank, and possibly the most important announcement since Lima became involved in Australian prototype was the media release by Trax Model Products. The release, dated August 1983 states:-

"We are pleased to now be able to announce that after discussions with several overseas manufacturers we have concluded arrangements for the manufacture of a range of ready to run Australian outline locomotives and rolling stock to be made in Hong Kong and Taiwan.

The first two items, for delivery July, 1984 will be the NSW 48 class/SAR 830 class Diesel Electric locomotive and the NSWGR MHG Brake Van. For early 1985 delivery the NSW BS and FS first and second class coaches. Retail prices will be \$65.00 and for the locomotive and \$9.95 for the Brake Van. Coach prices will be advised closer to the projected delivery time.

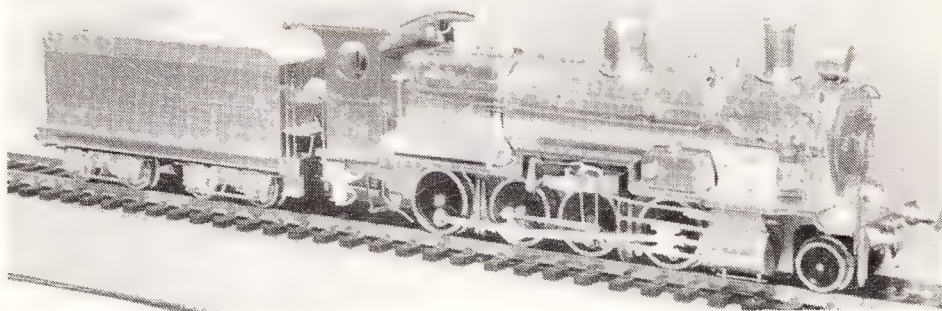
A unique feature of the new TRAX range will be the interchangeable coupling system. All items of locomotives and rolling stock will have in the box three sets of couplers suitable for coupling to all major brands on the Australian market."

The release also advised that there would be a set available in Xmas 1984. Other plans include a BMT milk tanker, due this year, followed by an MLE flat wagon and a BD open wagon. For next year Trax plan the BX coach and the N cars, FN/BN/HFN all as multi-piece kits and two Spirit of progress coaches as one piece kits. All coach kits will contain bogies and wheels.

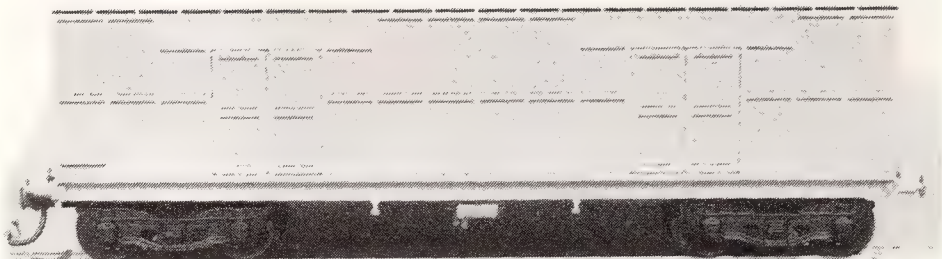
Trax also plan to release a few 'repaints' of vehicles that are similar to Australian items. Included is a tanker painted as 'Speed-e-Gas', a cylindrical hopper painted for 'Manildra Starches' and an open hopper as 'Australian Iron & Steel'.

The 48 class locomotive will have a plastic body, die-cast chassis and a single bogie drive.

The other news came from the Sydney Model Railway exhibition and in this issue of AMRM. For N scale modellers of the local scene Bergs Hobbies have announced that they plan to import a brass N scale NSW 48 class diesel. If this model has the same effect on the local market as a certain C32 class loco had over the HO scene, we should soon see a tremendous growth in Australian outline N scale.



Bergs Hobbies have had the pilot model of their next brass loco — NSW D55 — on display for some time. By all reports the model will be very favourably received.



Bergs Hobbies under their Mini Models label will soon be releasing the NSW aluminium style MLV louvre van. The delightful style of this vehicle is illustrated above, and the photo to the right which illustrates the end view of the van.

The information from the Sydney exhibition all came from the Casula Hobbies stand, basically the only commercial contribution at the exhibition. Along with the new releases, detailed elsewhere in this issue the following new projects were announced. From Rails North Models we can expect a RUB air conditioned set in kit form; from Main West Models a few more kits of the 'dog-box' series, including an 'LFX'; from Stephen Johnson Models the Silver City Comet set in kit form and a 47 class locomotive.

The Comet is illustrated elsewhere in this issue as the pilot model was on display at the exhibition. It is a multi-piece kit which to date is powered by a Spud power unit. Plans are in hand to develop a brass chassis for the Comet. The 47 class will be a combination of epoxy castings, brass etchings and a locally built chassis. The brass etching is used to fabricate the cab and this gives the cab a realistic appearance as the sides are very thin. The detail on the side of the 47 appears unequal, even in the imported brass models.

Casula are developing a power plant for the 47, being manufactured and assembled in Sydney. It is believed that the chassis is being developed so that it can be readily modified to cover a number of different wheelbases. The combination of the epoxy, brass etching and power chassis can only be suggested that the local industry is coming of age in a big way.

Away from the Sydney scene, Broad Gauge Models have advised that their next plastic kit will be the V.R. 'T' van, the style with end bracing and panel board. Their next brass loco, the mighty 'X' class steamer is due in late January 1984.

Weico Models advise that their future plans include a Chevrolet Lend Lease truck in various versions, a Garford bus of SAR origin, EH Holden,



A real bonus from the Mini Models MLV louvre van is the 'rivetted' style bogies, illustrated above.

P.M.C. bus, Austral Domino Tourmaster, Denning Mono coach, G.M.C. Pioneer bus, and an 81 class N scale diesel kit. Weico also plan to continue their tram projects.

1983 — Xmas.

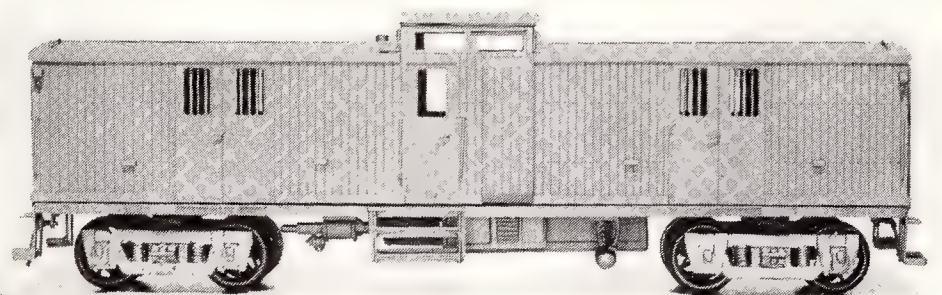
Well that's it . . . 1983 is almost over, although these notes are being prepared before the running of the Melbourne Cup. For local modellers 1983 has been a year of consolidation, with manufacturers gearing up for the big things to come.

The management and staff of the Australian Model Railway Magazine extend the compliments of the season to all readers — we trust that you all will have a joyous and trouble free 1984.

The editor, Allan Brown and Managing Editor, Bob Gallagher offer a special thanks to all those modellers who have in some way assisted the production of AMRM this year. There is no doubt that without this help AMRM would not have made it in 1983.

1984 should be a big year for AMRM. It will be the tenth year Bob Gallagher has been working on AMRM and it will be the first year to see AMRM in colour in two issues.

We at AMRM trust we have been able to help you enjoy your hobby and look forward to your support in 1984 . . . Happy Christmas.



Unpainted pilot model of V.R. 'C' Van by The Model Company. The 'C' van is being imported by McBees Hobby Centre.

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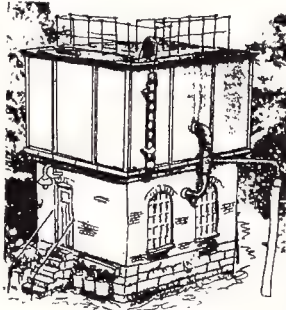
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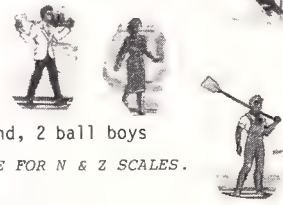
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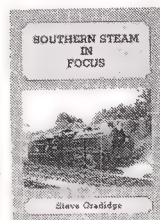
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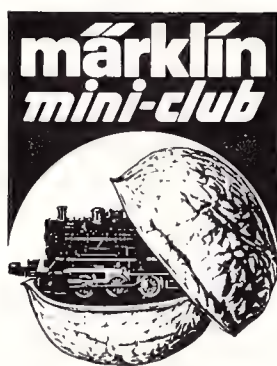
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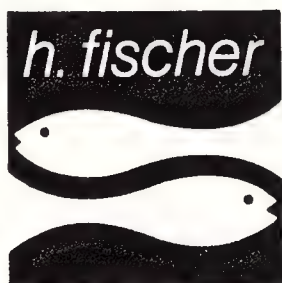


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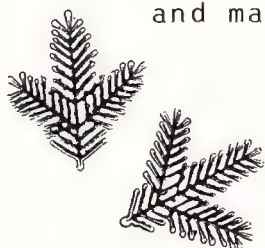
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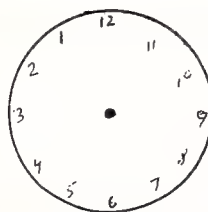


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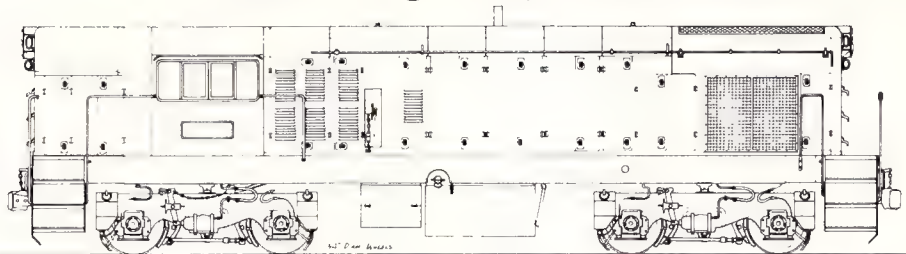
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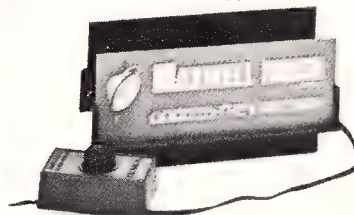
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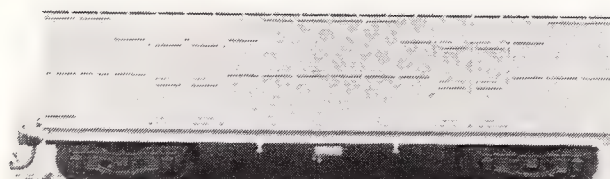
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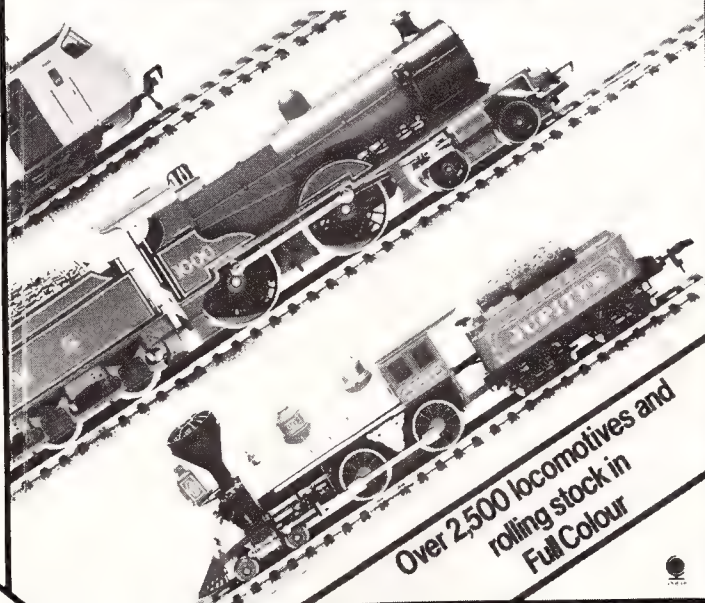
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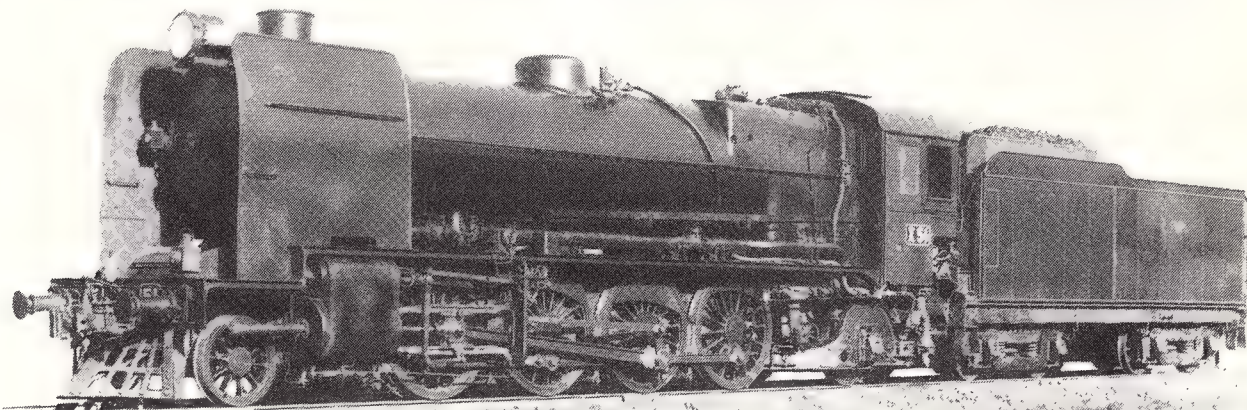
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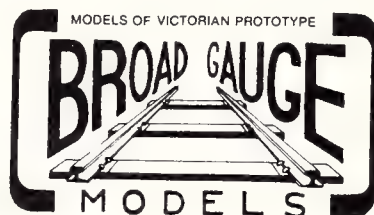
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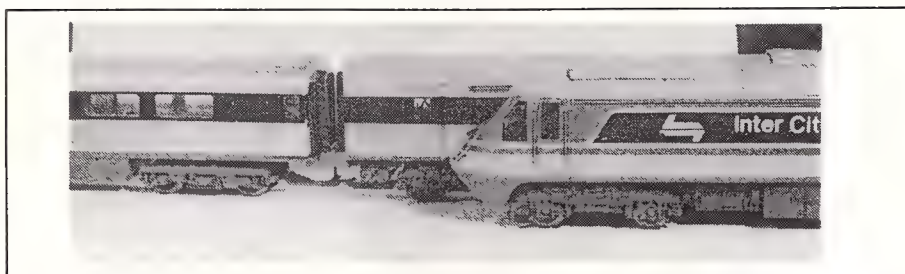
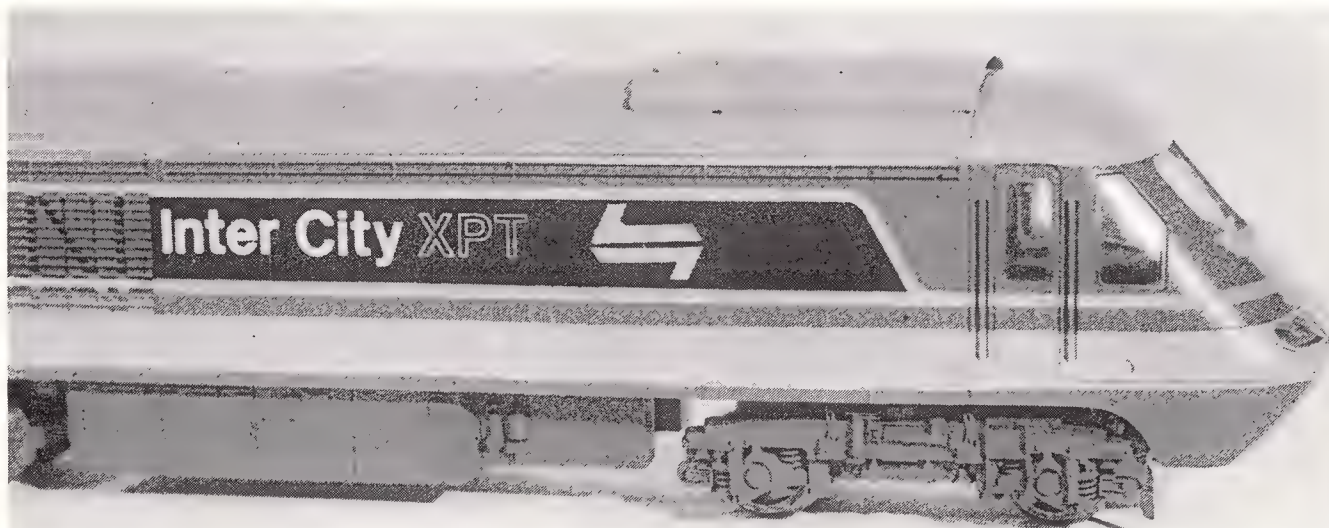


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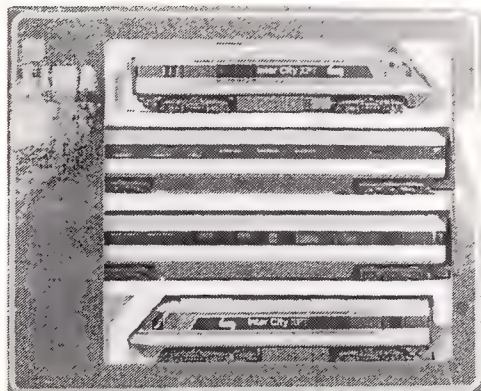
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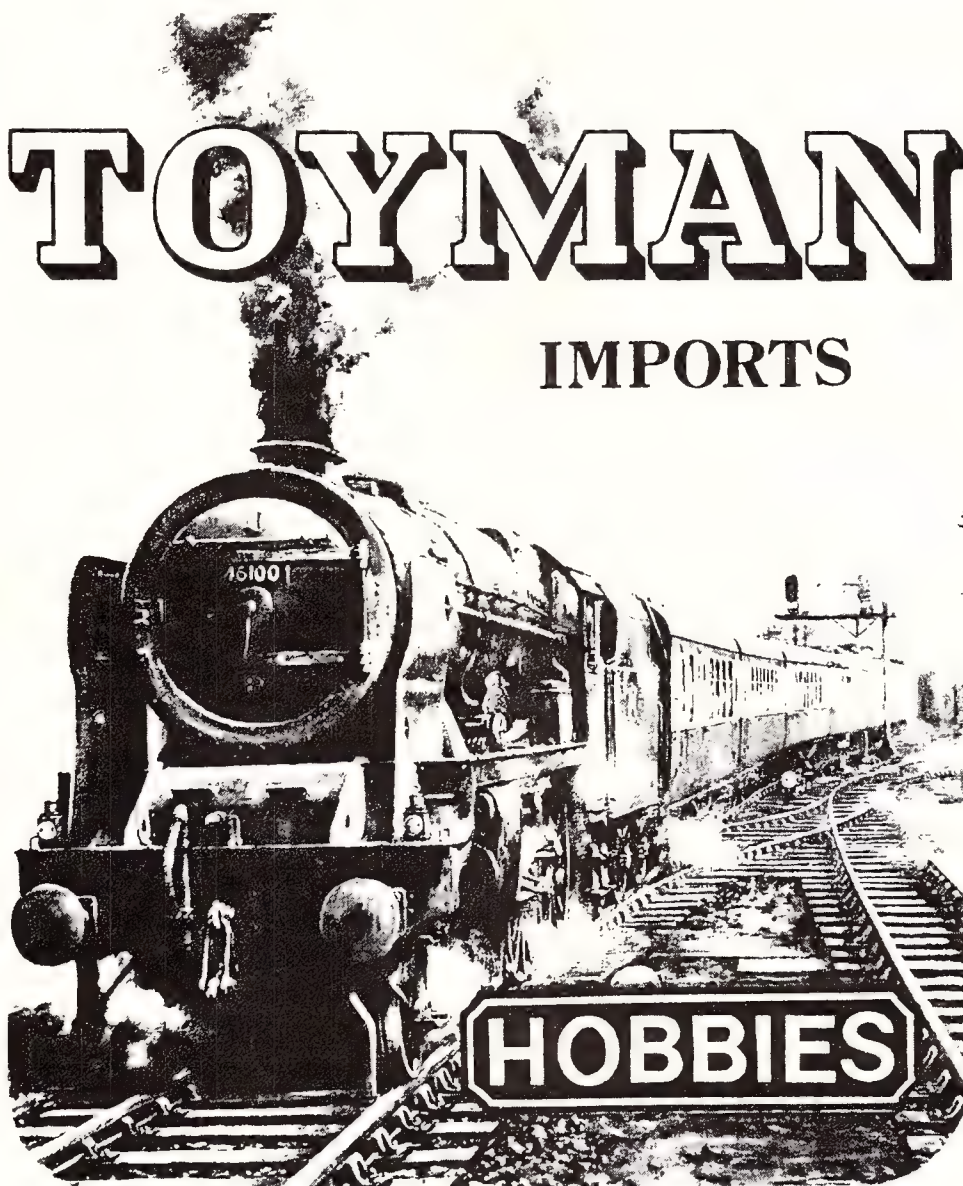
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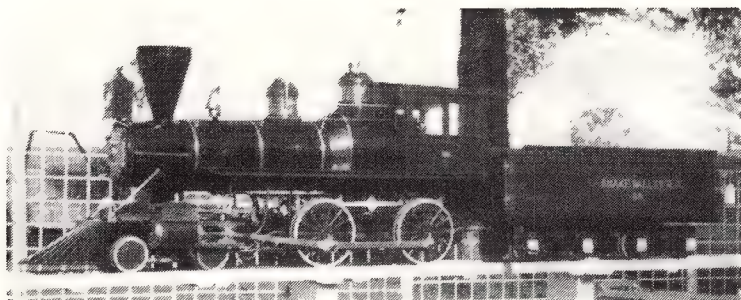
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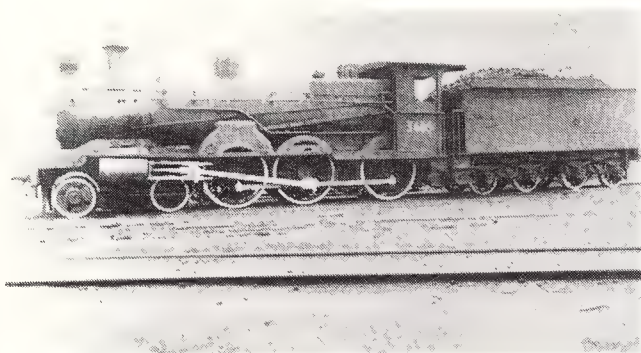


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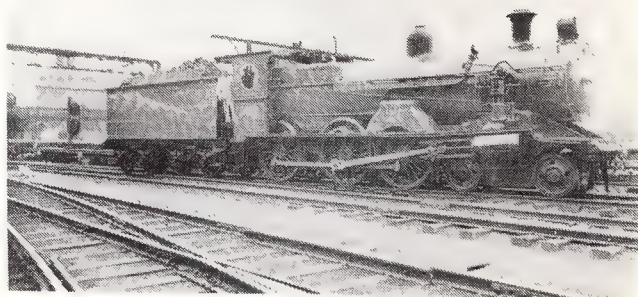
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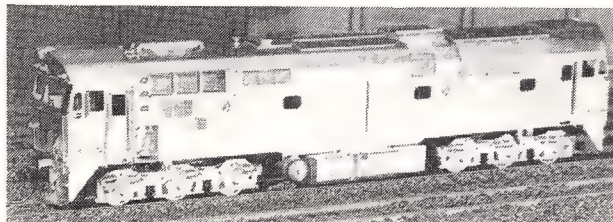
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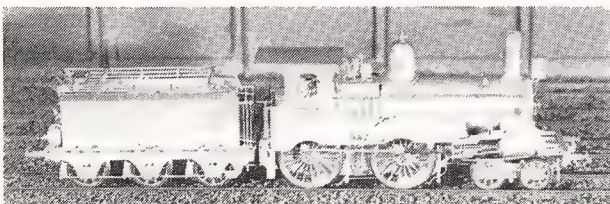
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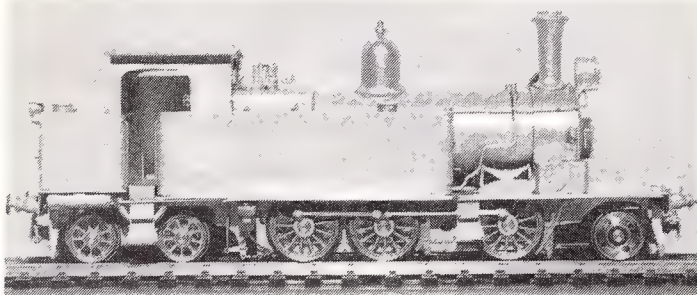
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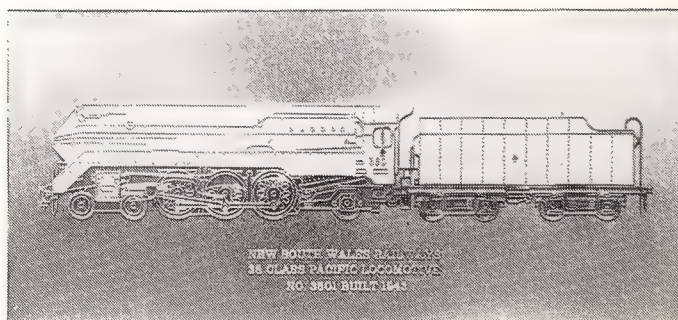
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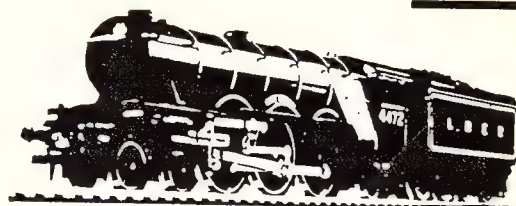
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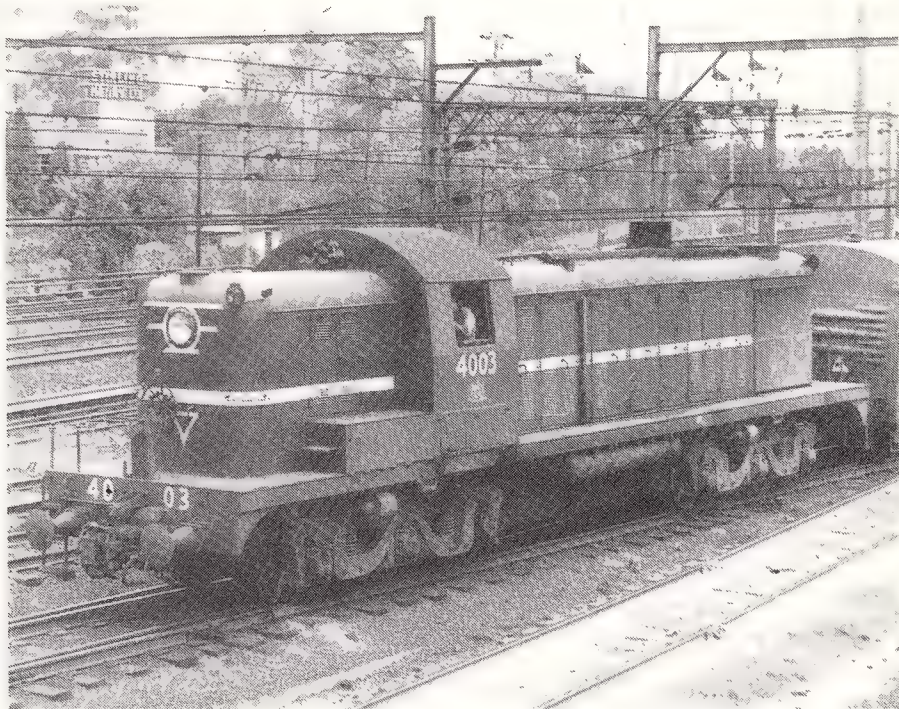
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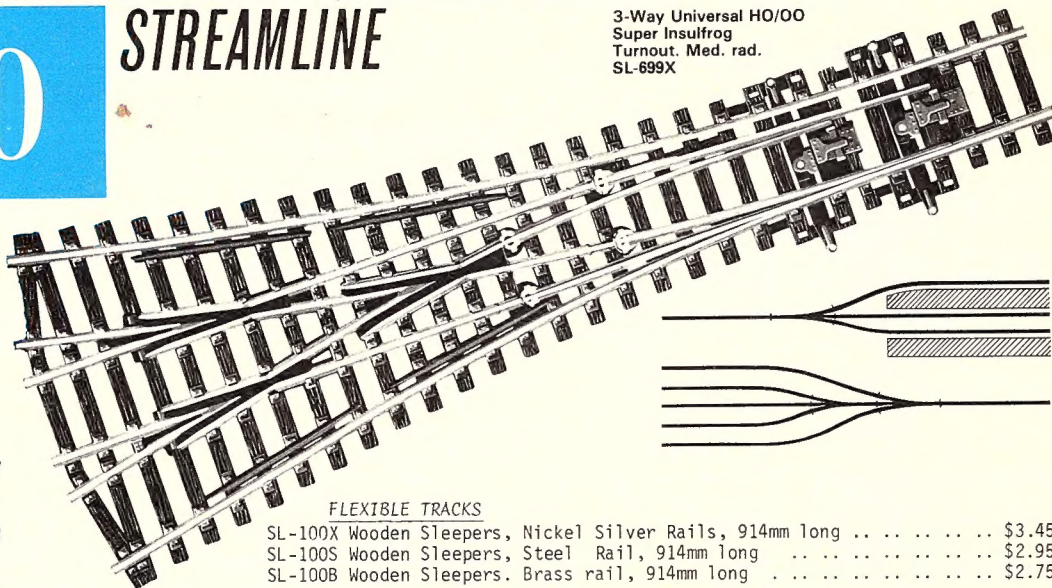
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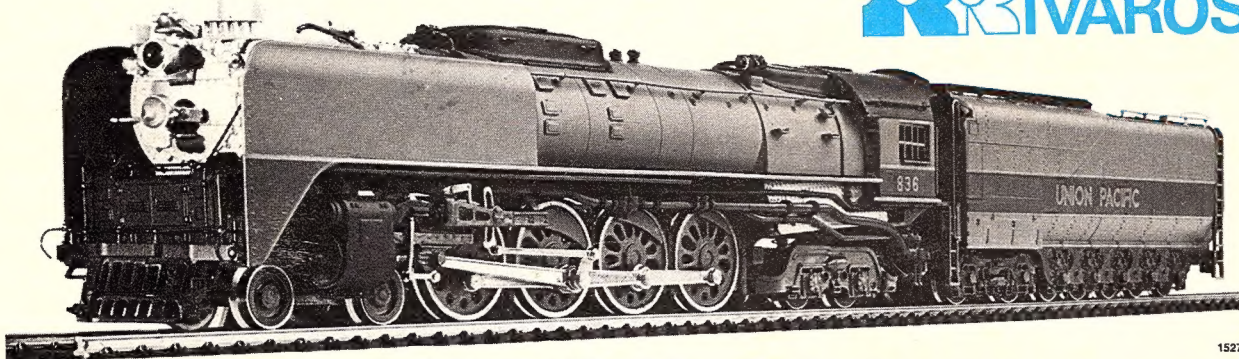
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